HEADQUARTERS UNITED STATES ARMY, EUROPE AND SEVENTH ARMY APO New York 09403

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IDENTIFICATION GUIDE

PART TWO

WEAPONS AND EQUIPMENT EAST EUROPEAN COMMUNIST ARMIES

VOLUME II

SOVIET TRUCKS AND TRAILERS

HEADQUARTERS UNITED STATES ARMY, EUROPE AND SEVENTH ARMY APO New York 09403

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^{*}For supersession see Foreword (page 3).

FOREWORD

The purpose of this guide is to present the essential tactical, technical and recognition data on weapons and equipment presently employed in the armies and security forces of the Communist countries of Eastern Europe.

Every effort has been made to make this guide comprehensive, within the limits of an unclassified publication. Any discrepancies noted or any information on new or modified weapons or equipment should be forwarded to this headquarters for inclusion in future change sheets.

Part One of this guide supersedes the weapons and armored vehicles sections of the <u>Identification Guide (Ordnance Equipment) Warsaw Pact</u>
<u>Countries</u>, USAREUR Pam 30-60-1, Seventh Revised Edition, 31 July 1968; and it also replaces the same section that appeared in the rescinded (6 Oct 69) Identification Handbook, Yugoslav Army Weapons and Equipment, USAREUR Pam 30-60-5, 31 March 1965.

Part Two of this guide replaces the truck and tractor sections of the above mentioned publications and of the Identification Guide (Engineer Equipment) Warsaw Pact Countries, USAREUR Pam 30-60-8, Fifth Edition, 27 February 1970.

Part Three of this quide (to be published at a future date) will cover all other equipment, thus completing the replacement of the older guides mentioned.

The date of information for Part Two, Volume II, of the new quide is December 1973.

THOMAS W. BOWEN

Brigadier General, GS Deputy Chief of Staff,

Moroen

Intelligence



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INTRODUCTION

This quide is neither the final nor complete word on the armament and equipment of the ground forces of the East European Communist countries. The fact that this book represents the eighth edition of the weapons and vehicles guide in eighteen years, the sixth edition of the engineer equipment guide over the same period and the second edition of a special guide on Yugoslav Army weapons and equipment in seven years, is testimony to this fact. The picture of any nation's armament and equipment is one of constant obsolescence, change and development. Any nation or military alliance, regardless of political orientation, cannot be understood properly without reference to other nations or alliances. Military developments are among the most international of activities. For this reason the information set forth in this quide should be studied and compared with comparable information about other countries. Pertinent field and technical manuals are good sources of information, as are many unofficial books and periodicals available in many languages.

The old grouping of weapons and equipment by countries has been replaced by a strict grouping by types of weapons and equipment, regardless of country of origin or use. In order to save space the data presented has been given in the metric system—the international system.

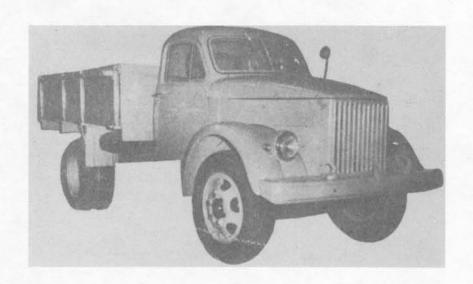
Tables in this guide showing characteristics and specifications will occasionally be incomplete. Data not applicable is indicated by a series of dashes, whereas data either not available or not releaseable in this publication is indicated by a blank space.

Those vehicles not covered in this Part Two, such as dump trucks, will be treated in Part Three, Engineer Equipment. Further data on vehicles of engineer equipment which are covered in Part Two will be given in Part Three.

TRUCKS



GAZ-51



GAZ-51A

TRUCKS GAZ-51 SERIES

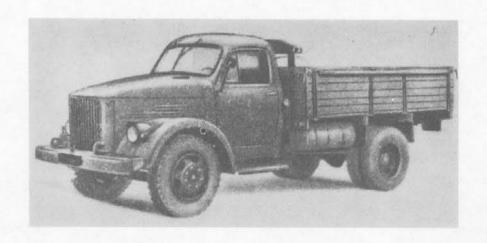
Truck, 4x2, GAZ-51 Truck, 4x2, GAZ-51A Tractor Truck, 4x2, GAZ-51P Dump Truck, 4x2, GAZ-93 Dump Truck, 4x2, GAZ-93A

The GAZ-51 is a light truck which has been used widely in both the Warsaw Pact armed forces and in the civilian economy. In addition to its normal use as a cargo carrier, it has been used as a personnel carrier and as a prime mover. The original GAZ-51, which went into production in 1946, underwent modification in 1955, resulting in a model change to GAZ-51A. The most important variants of the GAZ-51 are the GAZ-51P tractor truck (production beginning in 1956) and the GAZ-93 and GAZ-93A dump trucks. In addition, the PAZ-653 ambulance, some AS-3 ambulances, and various POL and water tank trucks use the GAZ-51 chassis. For a number of years the GAZ-51 was produced in Poland as the Lublin-51.

The GAZ-52 and GAZ-53 series trucks are the replacements for the GAZ-51 models.

		GAZ-51A	GAZ-51P
weight	kg	2710	2595
wheelbase	mm	3300	3300
length	mm	571 5	5120
width	mm	2280	2100
height	mm	2130	2130
track front	mm	1585	1585
rear	mm	1650	1650
clearance	mm	245	245
tire size		7.50x20	7.50x20
engine model		GAZ-51	GAZ-51
horsepower		70	70
cylinders		6	6
fuel		gasoline	gasoline
cooling		wa ter	water
speed	km/h	70	60
cruising range	km	345	
fuel capacity	1	90	195
fuel consumption	1/100km	22*	
trench	mm	430	430
s tep	mm	290	290
slope	•	14.5**	
tilt	•		
ford	mm	640	640
payload dirt road	kg	2000	
highway	kg	2500	
towed load dirt road	kg	1200	
h i ghwa <i>y</i>	ķg	3500	6000

^{*}average. 20 1/100km control, 26.5 1/100km manual **loaded



GAZ-51



GAZ-51A



GAZ-51P





LUBLIN-51



LUBLIN-51



GAZ-52



GAZ-53A

TRUCKS GAZ-52 AND GAZ-53 SERIES

Truck, 4x2, GAZ-52-03
Truck, 4x2, GAZ-53
Truck, 4x2, GAZ-53A
Truck, 4x2, GAZ-53F
Truck, 6x4, GAZ-33
Tractor Truck, 4x2, GAZ-53P
Dump Truck, 4x2, GAZ-53B
Dump Truck, 4x2, GAZ-SAZ-53B

The GAZ-52 and GAZ-53 series of trucks are being produced as replacements for the older GAZ-51 models. During the developmental stage, the GAZ-53 was known originally as the GAZ-52, then with a greater payload as the GAZ-52A. Difficulties with the new V-8 gasoline engine, however, forced the Soviets to produce the initial models with an improved version of the six-cylinder, in-line engine of the GAZ-51 truck. This version, which is known as the GAZ-53F, was produced from the end of 1961 to the beginning of 1967. In 1964, the difficulties with the new V-8 engine had been overcome, and some trucks were produced with this powerplant. These are known as the GAZ-53. In 1965, further improvements were made, increasing the payload. This model, known as the GAZ-53A, is still in production.

In addition to the cargo models, an agricultural dump truck, the GAZ-53B, is being turned out. One of the assembly plants for this truck is at Saransk, resulting in the designation GAZ-SAZ-53B or SAZ-53B at times. Both the tractor truck (GAZ-53P) and a projected 6x4 cargo truck with larger engine (GAZ-33) have not gone into production.

The currently produced GAZ-52-03 is a truck which closely resembles the GAZ-53, with an identical cab and many other components. Nevertheless, the GAZ-52 has considerably less payload and is powered by an improved version of the old six-cylinder, in-line GAZ-51 engine.

All of these trucks have been produced in a variety of styles, especially noticeable in the placement of the headlights and parking lights. Currently, all GAZ-52 and GAZ-53 models being produced have the parking lights above the headlights.

weight wheelbase	kg mm	GAZ-52-03 2950 3700	GAZ-53A 3250 3700	GAZ-53F 2950 3700
len gth	mm	6395	6395	6395
width	mm	2380	2380	2380
height	mm	2190	2220	2220
track front	mm	1 577	1630	1 577
rear	mm	1 650	1690	1 650
clearance	mm	245	265	265
tire size		7.50x20	8.25x20	8.25x20
engine model		GAZ-52	GAZ-53	GAZ-51F
horsepower		75	115	82
cylinders		6	V-8	6
fuel		gasoline	gasoline	gasoline
cooling		water	water	wa ter
speed	km/h	70	85	7 5
cruising range	km	300		
fuel capacity	1	90	90	90
fuel consumption	1/1 00km	21	24	1 9.5
trench	mm	430	460	460
s te p	mm	290	300	300
s lope	•		15	1 5
tilt	•			
ford	mm			
payload dirt road	kg		3000	2500
highway	kg	2500	4000	3000
towed load dirt road				
h i ghway	kg	2500	4000	4000



GAZ-53A



GAZ-53A





GAZ-53F



GAZ-53F



GAZ-53B



GAZ-63



TRUCKS GAZ-63 SERIES

Truck, 4x4, GAZ-63 Truck, 4x4, GAZ-63A Tractor Truck, 4x4, GAZ-63D Tractor Truck, 4x4, GAZ-63P

The GAZ-63 is a four-wheel-drive version of the GAZ-51 light truck. A noticeable difference in the cargo version is the use of single tires on the rear wheels. The GAZ-63 has been used extensively in the Warsaw Pact to tow mortars and light field and antiaircraft weapons. It has also mounted multiround rocket launchers such as the BM-14-17. The chassis further forms the basis for the BTR-40 armored personnel carrier.

The GAZ-63 proper was produced from 1946 to 1963 when a slightly modified version, the GAZ-63A, went into production until April 1968. Major variants are the GAZ-63D tractor truck for dump trailers, the GAZ-63P tractor truck, the AS-3 (4x4) ambulance, and various tank trucks. The GAZ-63 series is now in the process of being replaced by the newer and more powerful GAZ-66 series.

		GAZ-63A	GAZ-63P
weight	kg	3490	2700
wheelbase	mm	3300	3300
length	mm	5800	4950
width	mm	2200	2100
height	mm	2245*	2220
track front	mm	1588	1506
rear	mm	160	1650
clearance	mm	270	250°
tire size		10.00x18	10.00x18
engine model		GAZ-51	GAZ-51
horsepower		7 0	70
cylinders		6	6
fuel		gasoline	gasoline
cooling		water	water
speed	km/h	65	60
cruising range	km	650	
fuel capacity	1	195	195
fuel consumption	1/100 km		
trench	kg/cm ²	550	550
step	mm	460	460
s lope	•	28	28
tilt	•	20	20
ford	mm	800	800
payload dirt road	kg	1 500	
h i ghwa <i>y</i>	kg	2000	72 00 00
towed load dirt road	. •	2000	***
h i ghwa <i>y</i>	kg	2000	6000

^{*}cab 2814mm over tarp



GAZ-63





GAZ-63P







AS-3



AVTs 18-63



GAZ-66



GAZ-66-01

TRUCKS GAZ-66 SERIES

```
Truck, 4x4, GAZ-66
Truck, 4x4, GAZ-66-01
Truck, 4x4, GAZ-66-02
Truck, 4x4, GAZ-66-04
Truck, 4x4, GAZ-66-05
Truck, 4x4, GAZ-66-51
Truck, 4x4, GAZ-66-52
Truck, 4x4, GAZ-66-54
Truck, 4x4, GAZ-66-55
Truck, 4x4, GAZ-66A
Truck, 4x4, GAZ-66A
Truck, 4x4, GAZ-66B
Truck, 4x4, GAZ-66E
Truck, 4x4, GAZ-66E
```

Since 1964, the GAZ-66 trucks have been in production as the replacement for the earlier GAZ-63 models. Radically different in appearance, the GAZ-66 models also feature a number of improvements such as a more powerful engine. They also do not have the high center of gravity which plagued drivers of the GAZ-63.

The complicate and sometimes confusing system of designating modifications to the basic GAZ-66 can be seen on the following chart.

	Tire Regulation	W inc h	Electrical Shielding	Tropical Equipment
GAZ-66				
GAZ-66-01	X			
GAZ-66-02		X		
GAZ-66-04			X	
GAZ-66-05		X	X	
GAZ-66A	X	X		
GAZ-66E			X	
GAZ-66AE	X	X	X	
GAZ-66-51	X			X
GAZ-66-52		x		X
GAZ-66-54			X	X
GAZ-66-55		X	X	x

In addition to all of these variants two other models have been produced. One, the GAZ-66B, is a special truck for airborne troops. It has a collapsible cab top made of canvas, removable doors and windshield frames, a telescopically attached collapsible steering mechanism and special tiepoints for attaching parachutes. The second vehicle, which has been produced in prototype only, is the GAZ-66P tractor truck.

kg mm km/h km l 1/100km mm mm	GAZ-66 3440 3300 5655 2342 2440 1800 1750 310 12.00x18 ZMZ-66 115 V-8 gasoline water 85 525 210 25 700 600 30	GAZ-66A 3700 3300 5655 2342 2410* 1800 1750 310 12.00x18 ZMZ-66 115 V-8 gasoline water 85 525 210 25 700 600 30
mm kg kg kg kg	800 2000 2000 2000 2000	800 2000 2000 2000 2000
	mm km l l/100km mm mm kg kg kg kg	kg 3440 mm 3300 mm 5655 mm 2342 mm 2440 mm 1800 mm 1750 mm 310 12.00x18 ZMZ-66 115 V-8 gasoline water km/h 85 km 525 1 210 1/100km 25 mm 700 mm 600 ° 30 ° mm 800 kg 2000 kg 2000 kg 2000

^{*}top of cab, 2520mm to top of canvas



GAZ-66A





GAZ-66A



GAZ-66A TOWING 120 MM MORTAR



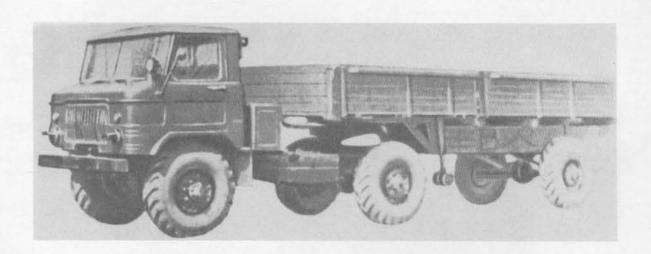
GAZ-66AE



GAZ-66B



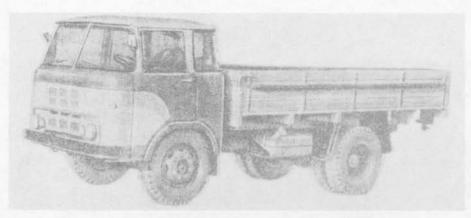
GAZ-66B



GAZ-66P



DDA-66 DECONTAMINATION TRUCK



KAZ-605



KAZ-606

TRUCKS KAZ-605 SERIES

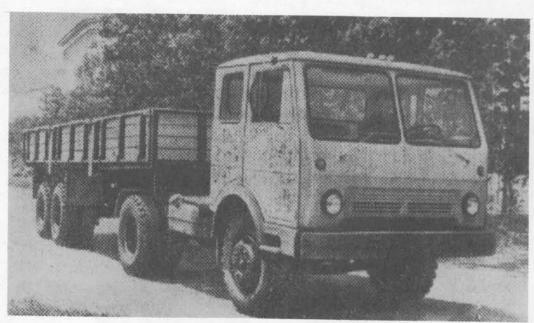
Truck, 4x2, KAZ-605
Tractor Truck, 4x2, KAZ-606
Tractor Truck, 4x2, KAZ-606A
Tractor Truck, 4x2, KAZ-608
Tractor Truck, 4x2, KAZ-608B
Tractor Truck, 4x2, KAZ-608V

The KAZ-605 was a cab-over-engine truck designed for use in mountainous terrain. It was a further development of the earlier KAZ-trucks which were adaptations of the ZIL-150 series. Improvements in the KAZ trucks, such as the cab-over-engine styling, the shorter wheelbase, and the increased cooling efficiency, were made for ease of mountain operations. The cargo KAZ-605 was produced in prototype only, while the KAZ-606 tractor truck was in serial production from 1959 to 1961. The improved KAZ-606A was produced from 1961 to 1968, when it was replaced by the KAZ-608 which uses the ZIL-130 engine in place of the ZIL-164. The KAZ-608V has new styling.

weight wheelbase length width height track front rear clearance tire size engine model	kg mm mm mm mm mm mm	KAZ-606A 3868 2800 4905 2300 2370 1710 1740 265 9.00x20 KAZ-120	KAZ-608 4000 2900 5155 2360 2442 1800 1790 275 9.00x20 ZIL-130
horsepower cylinders		104 6	148 V-8
fuel cooling		gasoline water	gasoline water
speed cruising range	km/h km	60	75
fuel capacity	1	210	210
fuel comsumption	1/1 00km	40	40
trench			
	mm	470	470
s te p	mm	470 260	470 260
slope	mm		
slope tilt	mm		
slope tilt ford	mm o o mm		
slope tilt ford payload dirt road	mm o mm kg		
slope tilt ford payload dirt road highway	mm • mm kg kg		
slope tilt ford payload dirt road	mm mm kg kg		



KAZ-606



KAZ-608V



KamAZ-5320



KamAZ-53202

TRUCKS KamAZ SERIES

Truck, 6x4, KamAZ-4310
Truck, 6x4, KamAZ-43101
Truck, 6x4, KamAZ-5320
Truck, 6x4, KamAZ-53202
Tractor Truck, 6x4, KamAZ-4410
Tractor Truck, 6x4, KamAZ-5410
Tractor Truck, 6x4, KamAZ-54101
Tractor Truck, 6x4, KamAZ-54102
Dump Truck, 6x4, KamAZ-5510
Dump Truck, 6x4, KamAZ-55102

The Soviet Union is currently in the process of building a very large truck plant at Nabereshnye Chelny on the Kama River. This plant, which is known as the Kama Motor Vehicle Plant, or KamAZ, will produce a wide variety of cargo trucks, tractor trucks, and dump trucks. All of these vehicles will feature cab-over-engine styling and are based on an eight ton 6x4 cargo model. It is also possible that 6x6 and 6x2 versions will be built.

The prototypes of the basic cargo truck have been built by ZIL, those of the tractor truck by BelAZ, and the dump models by MAZ. The basic engine is the YaMZ-740 water-cooled diesel on V-8 configuration with a 10.85-liter displacement, producing 210 horsepower. A modified version producing 180 horsepower is used in some models. For heavier KamAZ trucks a V-10 version of this engine is produced with a displacement of 13.54 liters, producing 260 horsepower. The 210-horsepower engine is the TaMZ-740 proper; the 180-horsepower version is designated the YaMZ-7401, while the 260-horsepower model is called the YaMZ-741.

The KamAZ-4310 and 43101 are standard cargo trucks of which the KamAZ-4410 is the tractor truck version. The KamAZ-5320 is a cargo truck with eight-ton capacity, while the KamAZ-53202 is also designed to tow an eight-ton trailer. The KamAZ-5410 is the tractor truck version of this model, while the KamAZ-54101 is especially designed to tow dump semitrailers. The KamAZ-54102 is a heavier version with a 260-hp engine towing a 20-ton trailer. The KamAZ-5510 dump truck is for construction work, while the KamAZ-55102 is designed for agricultural employment.

		KamAZ- 4310	KamAZ- 4410	KamAZ- 5410	KamAZ- 53202
weight	kg	8600	2240	0040	7400
wheelbase	mm	3340 7610	3340 6840	2840	3690
length width	mm mm	7610	0040	6140	8295
height	mm	2800	2800	2630	2630
track front	mm	2000	2000	2000	2000
rear	mm				
clearance	mm				
tire size		9.00x20	9.00x20	9.00x20	9.00x20
engine model		YaMZ-740	YaMZ-740	YaMZ-740	YaMZ-740
horsepower		210	210	210	210
cylinders fuel		V-8 Diesel	V-8 Diesel	V-8 Diesel	V-8 Diesel
cooling		water	water	water	water
speed	km/h	80	80	85	85
cruising range	km	00	00	03	03
fuel capacity	1				
fuel consumption	1/100km	30*	40	3 5	26*
trench	mm				
step	mm				
slope	0				
tilt	0				
ford payload dirt road	mm ka				
highway	kg kg	5000			8000
towed load dirt road	kg	2000			2300
highway	kg	4000	8000	14000	8000

^{*}without trailer



KamAZ-5410



KamAZ-5510



KrAZ-214



KrAZ-255B

TRUCKS KrAZ-214 AND KrAZ-255B SERIES

Truck, 6x6, YaAZ-214
Truck, 6x6, KrAZ-214
Truck, 6x6, KrAZ-214B
Tractor Truck, 6x6, KrAZ-214
Timber Truck, 6x6, KrAZ-214
Truck, 6x6, KrAZ-255B
Tractor Truck, 6x6, KrAZ-255V
Timber Truck, 6x6, KrAZ-255L

Until the appearance of the 8x8 ZIL and MAZ trucks the KrAZ-214 was the largest all-wheel-drive model used by the Soviet forces. Originally produced in Yaroslavl from 1956 to 1959 as the YaAZ-214, production was shifted to Kremenchug in 1959, changing the nomenclature to KrAZ-214. In 1963, improvements were made in the vehicle, resulting in the designation KrAZ-214B.

The major recognition feature of the KrAZ-214 series is the use of large single tires on the rear wheels in place of the dual tires used in the related YaAZ-210 and KrAZ-219 series of trucks. These tires are not equipped with a central pressure regulation system. In addition to its role as a cargo truck and heavy prime mover, the KrAZ-214 has appeared as a tractor truck, timber truck, as a mount for the BM-25 multiround rocket launcher, carrying the TMM heavy scissors bridge, as a carrier for the PMP ponton, and as the E-305V crane-shovel.

Following the termination of the KrAZ-214 production in 1967, a new model, the KrAZ-255B, was placed into production. This truck closely resembles the KrAZ-214, but has a more powerful engine and much larger tires with a central pressure regulation system. It, too, has appeared in the same roles as the KrAZ-214.

		V=87 034	V 17 OFFD
weight	ka	KrAZ-214 12300	KrAZ-255B 11820
wh eel base	kg 		
	mm	4600+1400	4600+1400
length	mm	8530	8645
width	mm	2700	2750
h ei ght	mm	2880*	2940**
track front	mm	2030	2160
rear	mm	2030	2160
clearance	mm	360	365
tire size		15.00x20	1300x530-533
engine model		YaMZ-M206B	YaMZ-238
horsepower		205	240
cylinders		6	V-8
fuel		diesel	diesel
cooling		water	water
speed	km/h	55	71
cruising range	km	530	650
fuel capacity	ì	450	450
fuel consumption	i/100km	70	38
trench	mm	960	30
step	mm	800	
s lope	0	30	20
	•		30
tilt		40	050
ford	mm	1000	850
payload dirt road	kg	7000	7500
h i ghwa y	kg	7000	7500
towed load dirt road	kg	10000	10000
h i ghwa y	kg	50000	30000

^{*}over cab, 3170mm over canvas
**over cab, 3170mm over canvas



E-305V



KrAZ-214 TRACTOR TRUCK WITH SEMI-TRAILER CARRYING BAT DOZER



250mm ROCKET LAUNCHER BM-25



TMM TRUCK-MOUNTED SCISSORS BRIDGE KrAZ-214



KrAZ-255B





KrAZ-255L





KrAZ-255B



KrAZ-219



KrAZ-221

TRUCKS KrAZ-219 SERIES

Truck, 6x4, YaAZ-219
Truck, 6x4, KrAZ-219
Truck, 6x4, KrAZ-219B
Tractor Truck, 6x4, KrAZ-221
Tractor Truck, 6x4, KrAZ-221B
Dump Truck, 6x4, KrAZ-222
Dump Truck, 6x4, KrAZ-222

The KrAZ-219 trucks, which replaced the earlier YaAZ-210 models, were initially produced from 1958 to 1959 at Yaroslavl, but in the latter year production was transferred to Kremenchug, resulting in a change in nomenclature. This series closely resembles the earlier models, but incorporates a number of improvements such as an engine with greater horsepower. In 1963, certain changes resulted in another nomenclature shift to KrAZ-219B. Production ceased in 1965/66 when the new KrAZ-257 came out. In the transition phase in 1965, some KrAZ-219B trucks were produced with the YaMZ-238N engine of 215 horsepower.

		KrAZ-219	KrAZ-221
weight	kg	11300	10100
wheelbase	mm	5050+1400	4080+1400
length	mm	9660	7375
width	mm	2650	2638
height	mm	2620	2620
track front	mm	1950	1950
rear	mm	1920	1920
clearance	mm	290*	290*
tire size	*****	12.00x20	12.00x20
engine model		YaMZ-M206I	YaMZ-M206A
horsepower		180	180
cylinders		6	6
fuel		diesel	diesel
cooling		water	water
speed	km/h	55	45
cruising range	km	750	73
fuel capacity	1	450	450
fuel consumption	1/1 00km	55	80
trench	mm	530	530
step	mm	340	340
slope	0	20	340
tilt	0	20	
	mm		
		10000	
		12000	
· · · · · · · · · · · · · · · · · · ·		15000	30000
ford payload dirt road highway towed load dirt road highway	mm kg kg kg kg	10000 12000 15000	30000

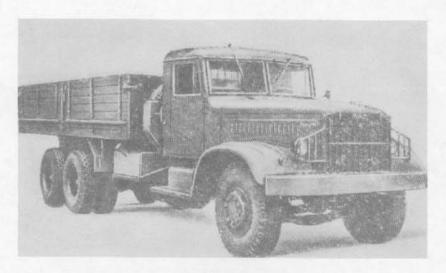
^{*}loaded



KrAZ-222



K-104 CRANE



KrAZ-257



KrAZ-258

TRUCKS KrAZ-257 SERIES

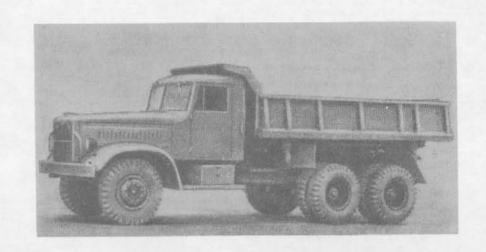
Truck, 6x4, KrAZ-257
Tractor Truck, 6x4, KrAZ-258
Dump Truck, 6x4, KrAZ-256
Dump Truck, 6x4, KrAZ-256B
Dump Truck, 6x4, KrAZ-256BS

The KrAZ-257 series trucks replaced the KrAZ-219 models on the production line at Kremenchug during the winter of 1965/66. They closely resemble the older models and have the same exterior dimensions. The improvements are internal and have resulted in better performance and easier maintenance. The most obvious improvement is the more powerful V-8 diesel engine.

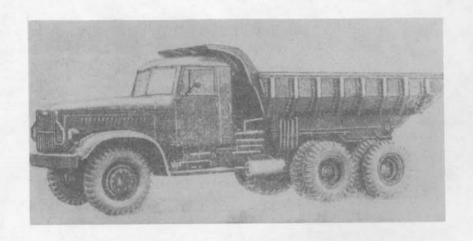
Standard variants are the KrAZ-258 tractor truck, the KrAZ-256 and KrAZ-256B hopper-type dump trucks, and the KrAZ-256BS hopper-type dump truck for cold climates. The letter "B" denotes a strengthened vehicle capable of carrying heavier loads. A KrAZ-254 dump truck never went into production.

		KrAZ-257	KrAZ-258
weight	kg	11130	9680
wheelbase	mm	5050+ 1 400	4080+1400
length	mm	9660	7375
width	mm	2650	2630
height	mm	2620	2620
track front	mm	1950	1950
rear	mm	1920	1920
clearance	mm	290	290
tire size		12.00x20	12.00x20
engine model		YaMZ-238*	YaMZ-238*
horsepower		240	240
cylinders		V-8	V-8
fuel		diesel	diesel
cooling		water	water
speed	km/h	70	70
cruising range	km		
fuel capacity	1	450	450
fuel consumption	1/100km	36	50
trench	mm	530	530
s tep	mm	340	340
s lope	0	18**	12**
tilt	0		
ford	mm		
payload dirt road	kg	•	
h i ghwa <i>y</i>	kg	12000	
towed load dirt road	kġ		
h i ghwa y	kg	16600	30000

^{*}Those vehicles produced before July 1966 were powered by the 215-horsepower YaMZ-238A engine.
**loaded



KrAZ-254 NOT PRODUCED



KrAZ-256, 256B





LuAZ-969

TRUCKS LuAZ-969 SERIES

Truck, 4x4, ZAZ-969 Truck, 4x4, LuMZ-969 Truck, 4x4, LuAZ-969 Truck, 4x4, LuAZ-969M

In an attempt to create a true quarter-ton vehicle on the basis of the ZAZ-966 light passenger car, the engineers of the Zaporozhe Motor Vehicle Plant have been building and testing a series of new vehicles. The first model, the ZAZ-969, appeared in 1965, but never went into production. Late in the 1960's a number of changes were made in the prototypes, including different styling. At this time the work was transferred to the Lutsk Machine Building Plant, resulting in a model change to LuMZ-969. Production finally began in 1972 under the name LuAZ due to the change of the name of the Lutsk plant from "machine building" to "motor vehicle."

The LuAZ-969 differs from most Soviet trucks in that it uses an air-cooled engine. It also uses the front axle for primary drive rather than the rear axle as in most vehicles. Although considerably lighter than the new UAZ-469B jeep, the Lutsk model could find many uses in the armed forces, especially in airborne and mountain units.

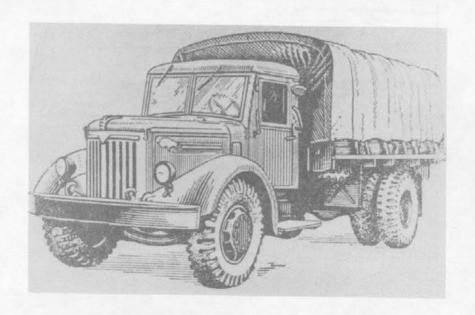
		<u>LuAZ-969</u>
weight	kg	820
wheelbase	mm	1800
length	mm	3 200
width	mm	1600
height	mm	1770
track front	mm	1320
rear	mm	1320
clearance	mm	300
tire size		5.90x13
engine model		MeMZ-966
horsepower		27*
cylinders		V-4
fue]		gasoline
cooling		air
speed	km/h	75
cruising range	km	
fuel capacity	1	32
fuel consumption	1/100km	8
trench	mm	
step	mm	
slope	0	30
tilt	0	20
ford	mm	450
payload dirt road	kg	400
h i ghway	kg	400
towed load dirt road	kg	300
highway	kg	300

^{*}a 40 HP model is planned.

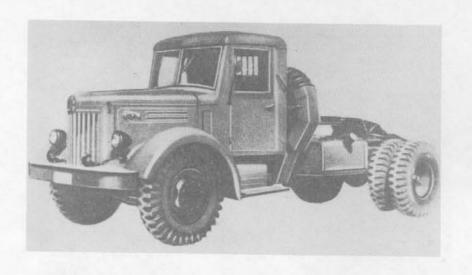


ZAZ-969





MAZ-200G



MAZ-200V

TRUCKS MAZ-200 SERIES

Truck, 4x2, MAZ-200 Truck, 4x2, MAZ-200G Truck, 4x2, MAZ-200P Tractor Truck, 4x2, MAZ-200V Tractor Truck, 4x2, MAZ-200M Dump Truck, 4x2, MAZ-205

The MAZ-200 trucks, originally called the YaAZ-200, were in production from 1947 to 1965. A large number of variants were turned out, among them the MAZ-200G (especially suited for military use) which was made from 1951 to 1957, and the MAZ-200P, produced from 1963 to 1964. The latter model was distinguished by the use of the V-6 engine of the MAZ-500 truck.

In addition, the MAZ-205 dump truck and a variety of crane and tank trucks were turned out. The original tractor truck was the MAZ-200V, but this was supplemented in 1964/65 by the MAZ-200M which used the V-6 engine. It should be also noted that the very early MAZ-200, series trucks were equipped by a 110-horsepower engine in place of the later standard 120-horsepower model.

Other trucks based on the MAZ-200 are the MAZ-501 timber truck, the MAZ-501V and MAZ-502V tractor trucks, and the MAZ-502 and MAZ-502A cargo trucks. These models are characterized by four-wheel-drive, and except for the timber truck, by a 135-horsepower engine.

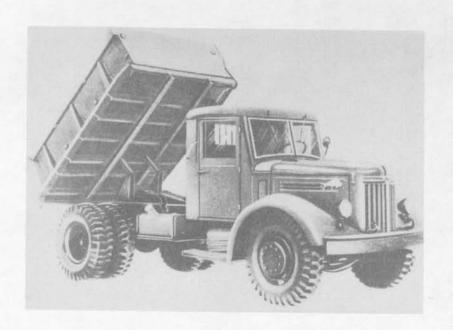
		MAZ-200	MAZ-200G	MAZ-200P
weight	kg	6400	6750	
wheelbase	mm	4520	4520	4520
len gth	mm	7620	7 590	7620
width	mm	2650	263 8	2650
height	mm	2430	2935*	2430
track front	mm	1950	1950	1 950
rear	mm	1920	1920	1920
clearance	mm	290	290	290
tire size	mm	12.00x20	12.00x20	12.00x20
engine model		YaMZ-M204A	YaMZ-M204A	YaMZ-236
horsepower		120	120	180
cylinders		4	4	V-6
fue]		diesel	diesel	diesel
cooling		water	water	water
s p ee d	km/h	65	52	
cruising range	km	590	465 -51 5	
fuel capacity	1	225	225	225
fuel consumption	1/1 00km	35	46	
trench	mm	530	530	530
step	mm	340	340	340
s lope	0	77**]]* *	
tilt	0			
ford	mm	1000	1000	1000
payload dirt road	kg	5000	5000	5000
h i ghwa y	kg	7000	7000	7000
towed load dirt road	kg			
h i ghwa <i>y</i>	kg	9500	9500	9500

^{*}over canvas, 2430mm over cab
**loaded

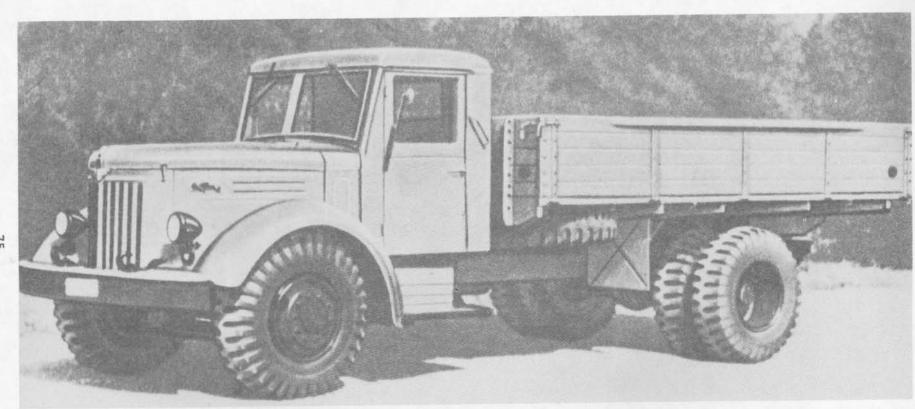
		MAZ-200V	MAZ-200M
weight	kg	6500	
wheelbase	mm	4520	4520
len gth	mm	6495	6495
width	mm	2638	2638
h ei ght	mm	2430	2430
track front	mm	1 950	1 950
rear	mm	1 920	1920
clearance	mm	290	290
tire size		12.00x20	12.00x20
engine model		YaMZ-M204V	YaMZ-236
horsepower		135	180 -
cylinders		4	V-6
fuel		diesel	diesel
cooling		water	water
	km/h	water 52	
cooling speed cruising range	km/h km	wat er 52 860	water
cooling speed cruising range fuel capacity	km 1	wa ter 52 860 450	
cooling speed cruising range		water 52 860 450 52	water 450
cooling speed cruising range fuel capacity fuel consumption trench	km 1	water 52 860 450 52 530	water 450 530
cooling speed cruising range fuel capacity fuel consumption trench step	km 1 1/100km mm mm	water 52 860 450 52	water 450
cooling speed cruising range fuel capacity fuel consumption trench step slope	km 1 1/100km mm mm	water 52 860 450 52 530	water 450 530
cooling speed cruising range fuel capacity fuel consumption trench step slope tilt	km 1 1/100km mm mm	water 52 860 450 52 530	water 450 530
cooling speed cruising range fuel capacity fuel consumption trench step slope tilt ford	km 1 1/100km mm mm o o mm	water 52 860 450 52 530	water 450 530
cooling speed cruising range fuel capacity fuel consumption trench step slope tilt ford payload dirt road	km 1 1/100km mm mm • • mm	water 52 860 450 52 530	water 450 530
cooling speed cruising range fuel capacity fuel consumption trench step slope tilt ford payload dirt road highway	km 1 1/100km mm mm o mm kg kg	water 52 860 450 52 530	water 450 530
cooling speed cruising range fuel capacity fuel consumption trench step slope tilt ford payload dirt road	km 1 1/100km mm mm • • mm	water 52 860 450 52 530	water 450 530



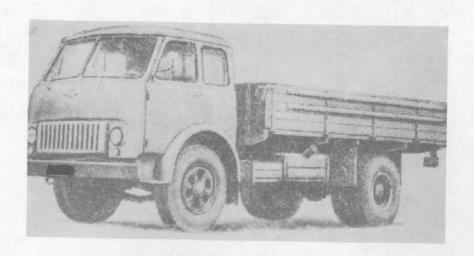
ATs 8-200



MAZ-205



MAZ-200



MAZ-500



MAZ-504

TRUCKS MAZ-500 SERIES

Truck, 4x2, MAZ-500 Truck, 4x2, MAZ-500A Truck, 4x2, MAZ-500G Truck, 4x2, MAZ-500S Tractor Truck, 4x2, MAZ-504 Tractor Truck, 4x2, MAZ-504A Tractor Truck, 4x2, MAZ-504B Tractor Truck, 4x2, MAZ-504G Tractor Truck, 4x2, MAZ-504S Timber Truck, 4x4, MAZ-509 Timber Truck, 4x4, MAZ-509P Dump Truck, 4x2, MAZ-503 Dump Truck, 4x2, MAZ-503A Dump Truck, 4x2, MAZ-503B Dump Truck, 4x2, MAZ-511 Dump Truck, 4x2, MAZ-511A Dump Truck, 4x2, MAZ-511B

Since 1966, the MAZ-500 trucks have replaced the older MAZ-200 models on the production line. These newer vehicles have many improved design features, including more powerful V-6 engines and greater load carrying capacities. Externally they differ markedly because of their cab-overengine styling.

Variants of the MAZ-500 are numerous. In the cargo field they include the MAZ-500G long wheelbase truck and the MAZ-500S for extreme cold climates. The MAZ-504 tractor trucks come in various models, including the MAZ-504B and MAZ-504G which are used with rear-dumping semitrailers. A special series of all-wheel-drive logging trucks is also produced, the MAZ-509 and MAZ-509P. The MAZ-503 dump truck dumps to the rear only as does the MAZ-503B. The models differ only in height of side walls of the dump body. The MAZ-511 models are side dump trucks, with some being fitted for use with dump trailers. All models with the letter "A" in the nomenclature are improved vehicles. These are distinguished by two distinctive new grill designs as are most newer versions of the MAZ-500 series.

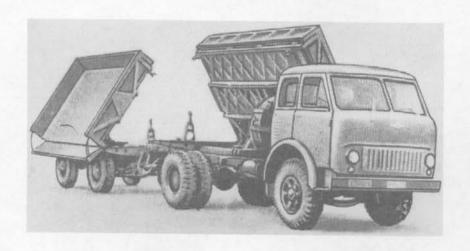
In addition to these variants, both fuel tank and fuel service trucks have been produced. Various crane trucks also use the MAZ-500 chassis. Finally both 6x4 and 6x2 trucks have been developed on the MAZ-500 chassis (see MAZ-514 series).

		MAZ-500	MAZ-509	MAZ-504
weight	kg	6500	The state of the s	6150
wheelbase	mm	3850	3960	3200
length	mm	7330	6770	5430
width	mm	2650	2600	2600
height	mm	2640	2900	2640
track front	mm	1950	1950	1950
rear	mm	1900	1900	1900
clearance	mm	295	300	295
tire size		12.00x20	12.00x20	12.00x20*
engine model		YaMZ-236	YaMZ-236	YaMZ-236
horsepower		180	180	180
cylinders		V-6	V-6	V-6
fuel		diesel	diesel	diesel
cooling		water	wa ter	water
cooling speed	km/h	7 5	water 60	75
	km/h km	75 800	60	75 800
speed	km 1	75 800 200	60 350	75 800 350
speed cruising range	km	75 800 200 22	60	75 800 350 32
speed cruising range fuel capacity	km 1	75 800 200 22 530	60 350	75 800 350 32 530
speed cruising range fuel capacity fuel consumption	km 1 1/100km mm mm	75 800 200 22	60 350 48	75 800 350 32
speed cruising range fuel capacity fuel consumption trench step slope	km 1 1/100km mm mm	75 800 200 22 530	60 350	75 800 350 32 530
speed cruising range fuel capacity fuel consumption trench step	km 1 1/100km mm mm	75 800 200 22 530 340	60 350 48	75 800 350 32 530
speed cruising range fuel capacity fuel consumption trench step slope tilt ford	km 1 1/100km mm mm	75 800 200 22 530 340	60 350 48	75 800 350 32 530
speed cruising range fuel capacity fuel consumption trench step slope tilt	km 1 1/100km mm mm	75 800 200 22 530 340 25	60 350 48	75 800 350 32 530
speed cruising range fuel capacity fuel consumption trench step slope tilt ford payload dirt road highway	km 1 1/100km mm mm °	75 800 200 22 530 340	60 350 48	75 800 350 32 530
speed cruising range fuel capacity fuel consumption trench step slope tilt ford payload dirt road	km 1 1/100km mm mm o mm	75 800 200 22 530 340 25	60 350 48	75 800 350 32 530

^{*}Also uses 11.00x20 tires



MAZ-503



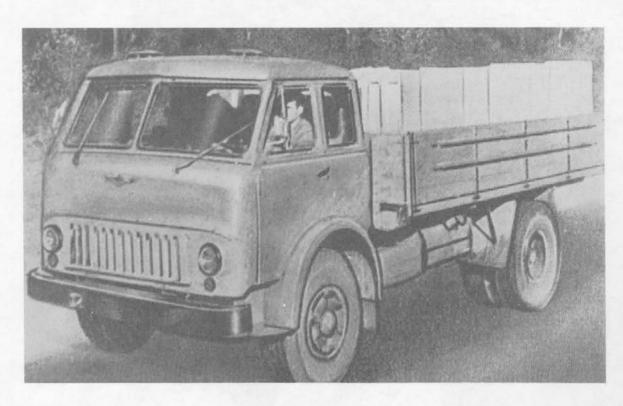
MAZ-511



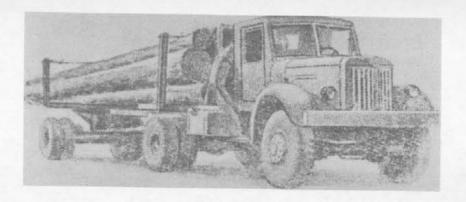
MAZ-504V WITH NEW GRILL



MAZ-509



MAZ-500



MAZ-501



MAZ-501V



MAZ-502V

TRUCKS MAZ-501 SERIES

Timber Truck, 4x4, MAZ-501 Tractor Truck, 4x4, MAZ-501V Truck, 4x4, MAZ-502 Truck, 4x4, MAZ-502A Tractor Truck, 4x4, MAZ-502V

Between 1955 and 1966, the Soviets produced a 4x4 logging truck based on the MAZ-200V tractor truck. This vehicle is called the MAZ-501. As the need for an all-wheel-drive (4x4) diesel-powered tractor truck arose, the MAZ-501 was converted from timber hauling to a standard-design semitrailer tower. The nomenclature became MAZ-501V. In 1957, cargo versions of a MAZ 4x4 truck went into production. These trucks, which stayed in production until 1966, are the MAZ-502 and the MAZ-502A (with winch). They have a 135-horsepower engine in place of the earlier 120-horsepower model and have large single tires on all wheels. In general they have a shorter and higher appearance than either the MAZ-200 or MAZ-501 models. Although they have a smaller payload than the MAZ-200 trucks, they do have a much better cross-country ability due to the all-wheel-drive and the more powerful engine.

In addition to these models, a few MAZ-502V tractor trucks were also produced. The MAZ-501V tractor truck, the MAZ-502 cargo truck, and the MAZ-502A cargo truck have been used extensively by the Soviet armed forces.

		MAZ-501	MAZ-502	MAZ-502A
weight	kg	7 600	7700	8050
wheelbase	mm	4520	4520	4520
length	mm	6700	7150	7500
width	mm	2650	27 00	2650
height	mm	2650	2725*	2725*
track front	mm	1950	2030	2030
rear	mm	1920	2030	2030
clearance	mm	290	35 0	3 50
tire size		12.00x20	15.00x20	15.00x20
engine model		YaAZ-M204A	YaMZ-M204V	YaAZ-M204V
horsepower		120	135	135
cylinders		4	4	4
fuel		diesel	diesel	diesel
cooling		water	water	water
speed	km/h	45	50	50
cruising range	km	375	660	660
fuel capacity	1	225	450	450
fuel consumption	1/100km	60	68	68
trench	mm		900	900
payload dirt road	kg	• • •	4000	4000
highway	kg		4000	4000
towed load dirt road	kg		5000	5000
highway	kg	15000	9500**	9500**

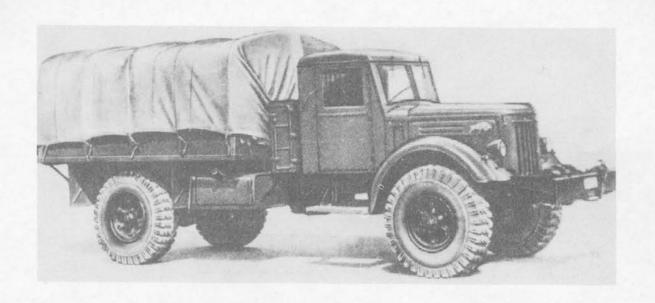
^{*}over cab, 3025mm over canvas
**the tractor truck MAZ-502V can tow 12000 kg



MAZ-502



MAZ-502A



MAZ-502A



MAZ-501V



MAZ-516

TRUCKS MAZ-514 SERIES

Truck, 6x4, MAZ-514 Truck, 6x2, MAZ-516 Truck, 6x2, MAZ-516B Tractor Truck, 6x4, MAZ-515

These trucks are three-axle models based on the MAZ-500. The only one of these currently in production is the MAZ-516, which is driven on the second axle only. When not loaded the third axle is raised. Primarily designed for economical transport on good roads, these trucks will probably see only limited use in the Soviet forces.

Although the 180-horsepower V-6 diesel of the MAZ-500 is the only model currently used, it is planned to equip the various trucks with the V-8 engine of 240 horsepower. One example is the MAZ-516B. The MAZ-515 probably will have a new cab and an engine of 320 horsepower when it finally goes into production. Most likely, the new KamAZ trucks will replace the MAZ-514 series.

weight wheelbase length width height track front rear clearance	kg mm mm mm mm mm	MAZ-514 9400 3150+1400	MAZ-516B 8800 3124+1455 8520 2500 2560 1970 1866 270	MAZ-515 8500 2450+1400
tire size	******	11.00x20	11.00x20	11.00x20
engine model		YaMZ-238	YaMZ-238	YaMZ-238
horsepower		240	240	240
cylinders		V- 8	V-8	V-8
fuel		diesel	diesel	diesel
cooling		wa ter	water	water
speed	km/h	80	85	70
cruising range	km			
fuel capacity	1	300	300	
fuel consumption	1/100km	30	30	
trench	mm	530	530	530
step	mm	340	340	340
slope tilt	0			
ford				
payload dirt road	mm ka			
highway	kg ka	14000	14000	
towed load dirt road	kg ka	14000	14000	
highway	kg kg		12000	25000?



MAZ-515 WITH NEW GRILL



MAZ-514 or MAZ-516



MAZ-537A

TRUCKS MAZ-535 AND MAZ-537 SERIES

Truck, 8x8, MAZ-535A
Truck, 8x8, MAZ-537A
Truck, 8x8, MAZ-537K
Tractor Truck, 8x8, MAZ-535V
Tractor Truck, 8x8, MAZ-537
Tractor Truck, 8x8, MAZ-537D
Tractor Truck, 8x8, MAZ-537E
Tractor Truck, 8x8, MAZ-536G

These all-wheel-drive trucks are among the largest used by the Soviet forces. They were first displayed on the 7 November 1964 parade in Moscow. Since then they have been observed with a variety of troop units in the Soviet, Bulgarian and Yugoslav Armies as well as with civilian oil pipeline construction enterprises.

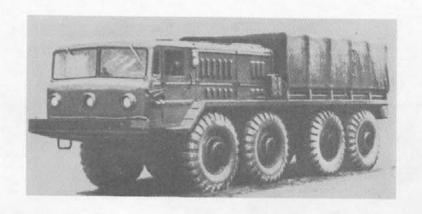
All trucks of these two series are designed to tow heavy loads as their primary mission. They differ, however, in detail in spite of very similar appearance. The MAZ-535A, the MAZ-537A and the MAZ-537K are cargo trucks designed to tow full trailers. The MAZ-537K is equipped with a crane. Cargo carrying capacities are limited. Whereas the MAZ-537A is used normally to tow heavy trailers, the MAZ-535A is often used as an artillery prime mover for field pieces such as the 130mm field gun M-46, replacing the older tracked artillery tractors. The MAZ-535A differs from the MAZ-537A principally in the use of an engine adjusted to deliver less horsepower.

The other MAZ-537 movels are all tractor trucks designed to tow heavy semitrailers. The MAZ-537D differs in that it has an extra generator mounted to the rear of the engine compartment, while the MAZ-537G has a winch not present on the other two vehicles. The MAZ-537E has both the generator and the winch and can be used with a powered semitrailer. The MAZ-537 is used as a prime mover for towing tanks.

All of these vehicles are powered by the same basic V-12 diesel engine which is used on most Soviet medium and heavy tanks. They also have torque converter transmissions and are equipped with a centralized tire pressure regulation system. All steer on the forward two pairs of wheels. A closely related vehicle is the MAZ-543 which is treated separately.

		MAZ-535A	MAZ-537A	MAZ-537
weight	kg	19400	22500	21600
wheelbase	mm	1700+2350+	1700+2650	1700+2650+
		1700	+1700	1 700
lengt h	mm	9000	9130	8960
width	mm	2800	2885	2885
height	mm .	2900	2800*	2880*
track front	mm	2200	2200	2200
rear	mm	2200	2200	2200
clearance	mm	500	500	500
tire size		18.00x24	18.00x24	18.00x24
engine model		D12A-375	D12A-525	D12A-525
horsepower		375	525	525
cylinders		V- 1 2	V- 1 2	V-12
fuel		diesel	diesel	diesel
cooling		water	wa ter	water
s p eed	km/h	60	60	60**
cruising range	km	600	650	650
fuel capacity	1	760	840	840
fuel consumption	1/1 00km	11 0	125	1 25
trench	mm			
step	mm			
slope	0	30	8***	8***
tilt	0			
ford	mm	1300	1300	1300
payload dirt road	kg	6000	15000	
highway	kg	6000	15000	
towed load dirt road	kg	15000	30000	CE000
h i ghway	kg	50000	7 5000	65000

^{*}top of cab, 3100mm to top of searchlight **unloaded, 55 km/h loaded ***loaded, 42 percent unloaded



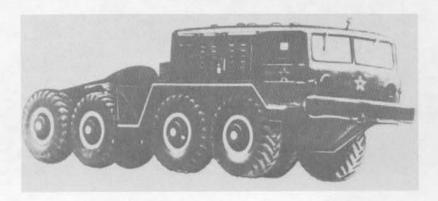
MAZ-535A



MAZ-537



MAZ-537*



*For picture of MAZ-537G see "Yugoslav Semitrailers" in Volume 3.



MAZ-543

TRUCKS MAZ-543 SERIES

Truck, 8x8, MAZ-543

The MAZ-543 eight-wheel-drive truck is based on the MAZ-537 models. It uses the same V-12 diesel engine and employs the same basic automotive components, so that in essence, it is a long-wheel-base version of the MAZ-537A with radically different cab configuration. This split cab configuration permits the hauling or transport of long objects such as large pipes or guided missiles. As a result, the MAZ-543 has been employed in the pipelaying industry both in the normal cargo truck configuration as well as in a tractor truck combination.

In this missile transport role, the MAZ-543 has been configured to perform as the transporter-erector-launcher for the SS-IC SCUD B surface-to-surface ballistic guided missile, and for the SCALEBOARD surface-to-surface ballistic guided missile. The two transporter-erector-launchers differ in many details, but they both take advantage of the unique configuration of the MAZ-543 truck.

		MAZ-543
weight	kg	17300*
wheelbase	mm	2200+3300+2200
length	mm	11700
width	mm	3020
height	mm	2650
track front	mm	2375
rear	mm	2375
clearance	mm	450
tire size	******	15.00x25
engine model		D12A-525
horsepower		525
cylinders		V-12
fuel		diesel
cooling		water
speed	km/h	70
cruising range	km	500
fuel capacity	1	300
fuel consumption	1/100km	
trench	mm	3380
·· = · · · · ·		780
step	mm •	30
slope tilt	0	30
ford	Mama	10000
-	mm	
payload dirt road	kg ka	151700*
highway	kg ka	151700*
towed load dirt road	kg	
h i ghwa y	kg	

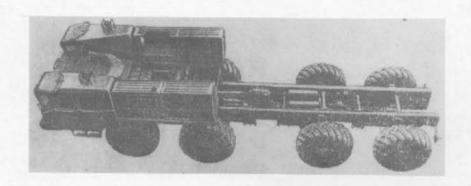
^{*}weight of chassis only payload of chassis only



MAZ-543 WITH SCUD MISSILE



MAZ-543 WITH SPECIAL CONFIGURATION



MAZ-543 CHASSIS



MAZ-543 PIPE CARRYING VEHICLE



AIRFIELD FIRE TRUCK ON MAZ-543 CHASSIS

NAMI-058

TRUCKS NAMI-058 AND NAMI-076

Truck, 8x8, NAMI-058 "Octopus" Truck, 6x6, NAMI-076 "Yermak"

NAMI trucks are test vehicles developed by the Soviet central automotive research and development establishment. NAMI-058 is an 8x8 diesel-powered truck.

NAMI-076 is a larger 6x6 vehicle designed primarily for use in the logging industry. The driver's cab is large enough for three persons and has a 200-liter water tank and radio transmitter. Air conditioning in the cab enables the "Yermak" to operate either in the Artic or in tropical climates. A further feature is the centrally controlled tire pressure regulation device.

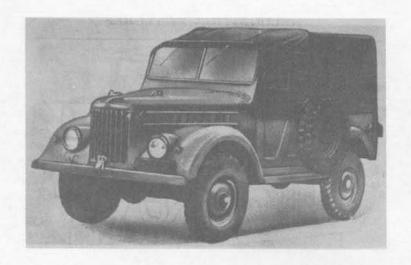
weight wheelbase length width height	kg mm mm mm mm	NAMI-058 11925 4230*	NAMI -076 19000 5400* 15000 3000 2950
track front	mm	2000	2550
rear	mm	2000	
clearance	mm	410	
tire size			21.00x18
engine model			YaMZ-238N
horsepower		30 0	320
cylinders			V-8
fuel		diesel	diesel
cooling	1 //-	- 7 C	water
speed	km/h	75	60
cruising range	km		
fuel capacity]		
fuel consumption	1/100km		
trench	mm		
s tep	mm •		
slope tilt	0		
_ `	mm		
ford	mm	8000	25000
payload dirt road	kg ka	0000	25000
highway tow e d load dirt road	kg kg	10000	
h i ghway	kg kg	10000	
ii i giiwa y	~ 9		

^{*}overall



NAMI-076





HAZ-69



UAZ-69A

TRUCKS UAZ-69 (GAZ-69) SERIES

Truck, 4x4, GAZ-69 Truck, 4x4, GAZ-69A Truck, 4x4, UAZ-69 Truck, 4x4, UAZ-69A Truck, 4x4, UAZ-69M Truck, 4x4, UAZ-69AM Truck, 4x4, GAZ-19 Truck, 4x4, UAZ-69-68 Truck, 4x4, UAZ-69-68

The UAZ-69 jeep was the replacement for the World War II GAZ-67B and the lend-lease American jeeps. It was produced at the Gorkiy Plant from 1952 to 1956 and referred to as the GAZ-69, a name which still frequently appears even after production was shifted in 1956 to Ulyanovsk. The UAZ-69 proper is a light cargo and personnel carrier, sometimes used as a prime mover for light recoilless guns and mortars with airborne units, and also as a communications vehicle. The UAZ-69A is a passenger vehicle only. Some recent models powered by the M-21 engine are known as the UAZ-69M and UAZ-69AM. Due to the delays in developing the UAZ-469 successor vehicle, certain improvements were made a few years ago resulting in the designation UAZ-69-68 and UAZ-69A-68. All of these vehicles are identical in appearance to the original models.

The UAZ-69 is also used as the basis for other vehicles such as the MAV (GAZ-46) amphibious jeep and the UAZ-456 tractor truck. In Romania it is produced as the M-461. Trucks of the UAZ-450 series also use many UAZ-69 parts.

		UAZ-69	UAZ-69A
weight	kg	1525	1535
wheelbase	mm	2300	2300
length	mm.	3850	3850
width	mm	1850	1750
height	mm	2030	1920
track front	mm	1440	1440
rear	mm	1440	1440
clearance	mm	210	210
tire size	••••	6.50x16	6.50x16
engine model		M-20	M-20
horsepower		55*	55*
cylinders		4	4
fuel		gasoline	gasoline
cooling		water	water
speed	km/h	90	90
cruising range	km	530	420
fuel capacity	1	75	60
fuel consumption	1/100km	14	14
trench	mm	460	460
step	mm	300	300
slope	0	30	30
tilt	•	00	00
ford	mm	550	550
payload dirt road	kg	500	**
h i ghway	kg	500	
towed load dirt road	kg	800	
highway	kg	800	

^{*65} HP for UAZ-69M and UAZ-69AM **5 men



DIM MINE DETECTOR



AT-1 SNAPPER ANTITANK MISSILE CARRIER



MAV AMPHIBIOUS JEEP



AIRCRAFT-STARTING VEHICLE



UAZ-450



UAZ-451

TRUCKS UAZ-450 SERIES

Truck, 4x4, UAZ-450 Truck, 4x4, UAZ-450D Truck, 4x2, UAZ-451 Truck, 4x2, UAZ-451D Truck, 4x2, UAZ-451DM Truck, 4x2, UAZ-452 Truck, 4x4, UAZ-452D

The original vehicles of this series were the UAZ-450 van truck, the UAZ-450D cargo truck, the UAZ-450A ambulance, and the UAZ-450V bus, which were produced from 1958 to 1966. All were equipped with all-wheel-drive. In 1961 a 4x2 version, the UAZ-451, went into production. It was modified as the UAZ-451M in 1966 and is still in production. An improved all-wheel-drive series, the UAZ-452, went into production in 1966 as well. It has a four-speed transmission in contrast to the three-speed transmission of the other models.

All of these vehicles are very similar in appearance and it is often impossible to tell them apart. Although used primarily in civilian life, they have been employed for several years in the Soviet forces, especially as ambulances and for special purposes in the van configuration.

weight wheelbase length width height track front rear clearance tire size engine model horsepower	kg mm mm mm mm mm mm	UAZ-450D 1660 2300 4350 2040 2050 1436 1436 210 8.40×15 M-20	UAZ-451D 1500 2300 4460 2044 2020 1442 1442 220 8.40x15 ZMZ-451	UAZ-452D 1600 2300 4460 2044 2070 1442 1442 220 8.40x15 ZMZ-451E
cylinders		65 4	70 4	72 4
fuel		gasoline	gaso line	gasoline
cooling		water	wa ter	water
s p ee d	km/h	95	95	95
cruising range	km	265		
fuel capacity	1	55	56	56
fuel consumption	1/1 00km	14	12	13
trench	mm			
step	mm			
s lope	•	30		
tilt	•			
ford	mm			
payload dirt road	kg	800	800	800
h i ghwa y	kg	800	800	800
towed load dirt road	kg	800	000	300
highway	kg		800	850



UAZ-451A



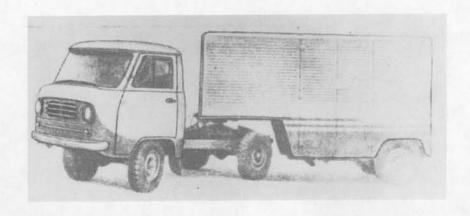
UAZ-452



UAZ-4510



UAZ-452D



UAZ-452P



UAZ-452D

UAZ-69





UAZ-469B

TRUCKS UAZ-469 SERIES

Truck, 4x4, UAZ-460B Truck, 4x4, UAZ-469 Truck, 4x4, UAZ-469B Ambulance, 4x4, UAZ-469BG

Since the early 1960's, the Soviet automotive industry has been developing and testing vehicles to replace the not completely satisfactory UAZ-69 jeep which has been produced since 1953. Initial test models, called UAZ-460B, appeared in 1960, but did not go into production. Later models, very similar in appearance, were tested in the late 1960's, and finally went into production in the fall of 1972. In 1973 they were issued to the Soviet troops in East Germany.

The UAZ-469 vehicles, all of which have the same basic four-door design, have many components from the UAZ-452 series of trucks. These components include the engine, transmission, frame sections, axles and brakes. In fact the engine is nothing more than a slightly improved version of that of the UAZ-69 series. It is probable that it will be replaced by a more powerful model in later production models.

The basic vehicle of this new series is the UAZ-469B, which can be used as a personnel transporter with seven seats, or as a load-carrying vehicle with two seats. A further version, called the UAZ-469BG, serves as a light ambulance carrying the driver and four passengers. All of these vehicles can appear with the standard canvas top or with a metal top to replace it. The upper part of the doors (carrying the windows) can also be removed, further permitting the lowering of the silhouette by folding down the windshield. Complete metal body vehicles, such as vans, will also be produced.

Prototypes of an improved vehicle, called the UAZ-469, also exist. These differ from the UAZ-469B by the use of a portal axle, giving a 300 mm ground clearance and improved cross-country performance. It is probable that production of this vehicle will begin when a more powerful powerplant is made available.

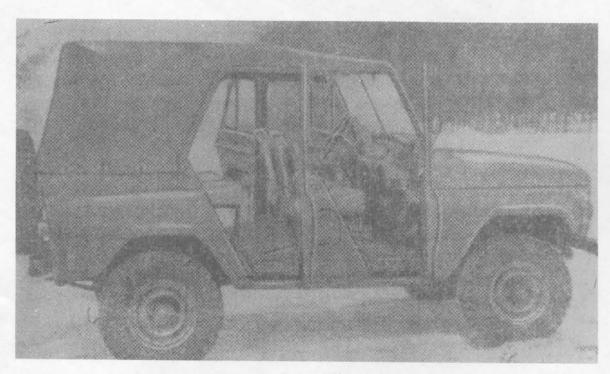
		<u>UAZ-469B</u>
weight	kg	1540
wheelbase	mm	2380
length	mm	4025
width	HEN	1785
track front	mm	1442
rear	mm	1442
clearance	mm	220
tire size		8.40x15
engine model		UMZ-451M
horsepower		75
cylinders		4
fuel		gasoline
cooling	•	water
speed	km/h	100
cruising range	km	75 0
fuel capacity	1	7 8
fuel consumption	1/100km	10.6*
trench	mm	
step	mm	45 0
slope	0	32**
tilt	0	
ford	mm	700
payload dirt road	kg	***
highway	kg	***
towed load dirt road	kg	850
h i ghway	kg	850

^{*}on hard roads at 30 km/h. On dirt roads 28 1, and cross country without trailer 39 1.

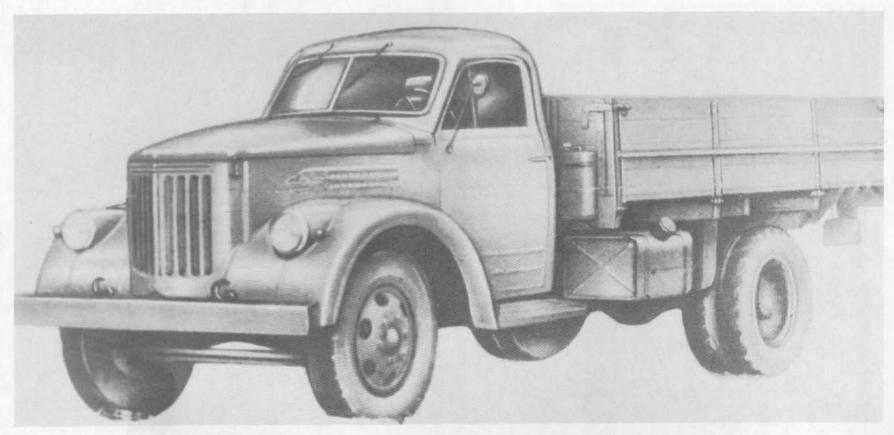
^{**}without trailer. With trailer loaded 20°.

^{***}Either 2 persons and 600 kg cargo, or 7 persons and 100 kg cargo.





UAZ-469B



Ura1-355M

TRUCK Ural-355M

Truck, 4x2, Ural-355M

Although the Ural-355M is primarily a civilian truck it does appear in some military units. Even though it does resemble the old ZIL-150 it is actually an improved Ural ZIS-5 truck.

This truck, which is easily confused with both the ZIL-150 and the ZIL-164, is a modernized version of the Ural ZIS-355 which in turn was a copy of the old and now obsolete ZIS-5. Many of the components and the engine are similar to those of the ZIL-150.

The Ural-355M was in production at Miass from 1958 to 1965 and is largely used in the Soviet civilian economy, although it does appear in some military units. The only known variant is a fuel tank truck, the ATSM 2,6-355M.

		Ural-355M
weight	kg	3400
wheelbase	mm	3824
length	mm	6290
width	mm	2280
height	mm	2095
track front	mm	1611
rear	mm	1675
clearance	mm	262
tire size		8.25x20
engine model		Ural-353A
horsepower		95
cylinders		6
fuel -		gasoline
cooling		water
speed	km/h	75
cruising range	km	450
fuel capacity	7	110
fuel consumption	1/1 00km	24
trench	mm	460
ste p	mm	320
slope slope	•	1 5
tilt	0	
ford	mm	800
payload dirt road	kg	30 00
h i ghwa y	kg	3500
towed load dirt road	kg	
h i ghwa y	kg	5000



Ura1-355M



Ura1-375

TRUCKS Ural-375 SERIES

Truck, 6x6, Ural-375
Truck, 6x6, Ural-375A
Truck, 6x6, Ural-375D
Truck, 6x6, Ural-375DK-1
Truck, 6x6, Ural-375N
Truck, 6x6, Ural-375T
Truck, 6x6, Ural-375Yu
Tractor Truck, 6x6, Ural-375S
Timber Truck, 6x6, Ural-375L

The Ural-375 is an all-wheel-drive truck which first went into production during 1961. The initial model had a canvas cab and a stake body. In the middle 1960's improvements were made in the drive train, also the metal cab of the Ural-375A was adopted as standard. The resulting truck is the Ural-375D which is widely used by the Soviet and East German military forces. A variant of this model equipped with a winch is the Ural-375T. Further variants are the Ural-375Yu for tropical regions and the Ural-375K and Ural-375DK-1 for the Far North. A prototype cargo version, the Ural-375N, has been reported.

Non-cargo models include the Ural-375L timber truck and the Ural-375S tractor truck. The latter chassis is also used to mount cranes and the BM-21 multiround rocket launcher. A closely related truck using the same engine and many of the same components is the Ural-377.

A prototype diesel-powered version was produced in 1973 and is now under test. It probably will replace the current gasoline-powered models in the future. The engine is the 210-horsepowered KaMZ-740 which is used in KamAZ-trucks.

		Ura 1-375D	Ural-375S
weight	kg	8400	7500
wheelbase	mm	3500+1400	3500+1400
length	mm	7350	6690
width	mm	2690	2500
height	mm	2680*	2680
track front	mm	2000	2000
rear	mm	2000	2000
clearance	mm	410	400
tire size		14.00x20	14.00x20
engine model		ZIL-375	ZIL-375
horsepower		175	175
cylinders		V-8	V- 8
fuel		gasoline	gasoline
cooling		water	water
speed	km/h	75	65
cruising range	km	650	
fuel capacity	1	360	410
fuel consumption	1/100km	4 8	63
trench	mm	875	875
s tep	mm	800	800
s lope	•	32	32
tilt	•		
ford	mm	1000/1500	1000/1500
payload dirt road	kg	4500**	
h i ghway	kg		
towed load dirt road	kg	5000	
h i ghwa y	kg	10000	12000

^{*}cab, 2980mm over canvas **4000 kg cross-country



Ura1-375L



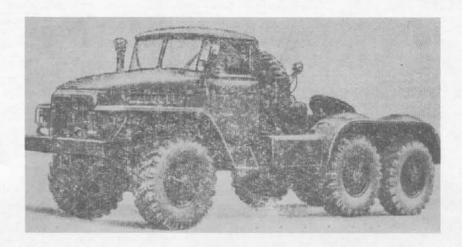
BM-21



Ura1-375T



Ura1-375



Ura1-375S



Ural-375S WITH CRANE



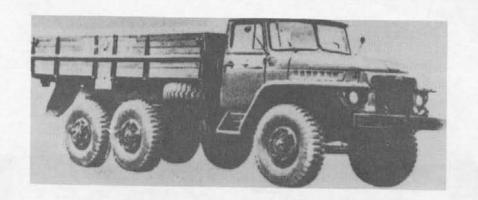
Ural-375S WITH GRIFFON



Ura1-375DK-1



Ural-375 WITH DIESEL ENGINE



Ura1-377



Ura1-377M



Ura1-377S

TRUCKS Ural-377 SERIES

Truck, 6x4, Ural-377
Truck, 6x4, Ural-377D
Truck, 6x4, Ural-377K
Truck, 6x4, Ural-377M
Tractor Truck, 6x4, Ural-377S
Dump Truck, 6x4, Ural-377V

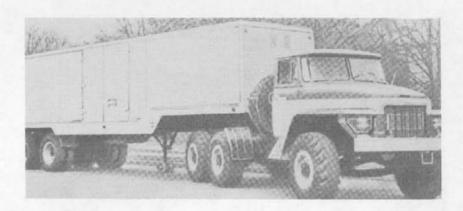
The Ural-377 is a 6x4 version of the Ural-375 with a large cargo platform and a metal cab in all cases. A special version designed for extreme cold climates, the Ural-377D, has an insulated cab, windows of double glass, special cold weather tires, and a central tire pressure regulation system. This system is also incorporated in the Ural-377M, a model widely used by the Soviet military forces.

Other models are the Ural-377S tractor truck for semitrailers and the Ural-377V side-type dump truck. Production of the Ural-377 began in 1965.

		Ura1-377	Ural-377M	Ura1-377S
weight	kg	7275	6635*	7060
wheelbase	mm	3500+1400	3500+1400	3500+1400
length	mm	7600	7860	6900
width	mm	2500	2500	2500
height	mm	2620	2535	2620
track front	mm	2000	2000	2000
rear	mm	2000	2000	2000
clearance	mm	400		320
tire size		14.00x20	14.00x20	14.00x20
engine model		ZIL-375Ya	ZIL-375Ya	ZIL-375Ya
horsepower		1 80	180	1 80
cylinders		V-8	V - 8	V-8
fuel		gasoline	gaso line	gasoline
cooling		water	water	water
speed	km/h	7 5		65
cruising range	km	547		
fuel capacity	1	300	300	300
fuel consumption	1/1 00km	50	45	55
trench	mm	530		
step	mm	360		
slope	•	25		
tilt	0			
ford	mm	6 1 0		
payload dirt road	kg			
h i ghwa y	kg	7500	8000	
towed load dirt road	kg	5600		
h i ghwa <i>y</i>	kg	10500		1 9000



Ura1-3775

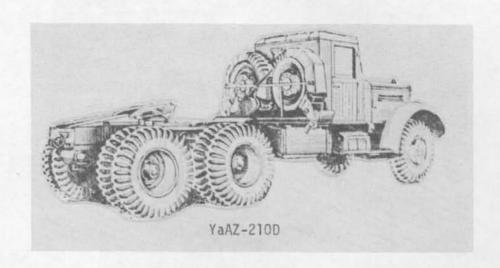




Ura1-377V



YaAZ-210G





YaAZ-210E

TRUCKS YaAZ-210 SERIES

Truck, 6x4, YaAZ-210 Truck, 6x4, YaAZ-210A Truck, 6x4, YaAZ-210G Tractor Truck, 6x4, YaAZ-210D Dump Truck, 6x4, YaAZ-210E

YaAZ-210 series trucks were produced at Yaroslavl between 1951 and 1959. At the time they were exceeded in size in the USSR only by the specialized MAZ-525 and MAZ-530 dump trucks. In 1959 they were replaced by the KrAZ-219 series which is very similar in appearance.

The five models produced were the YaAZ-210 cargo truck, the YaAZ-210A cargo truck with winch, the YaAZ-210G ballast tractor (not for semitrailers), the YaAZ-210D tractor truck for semitrailers, and the YaAZ-210E hopper-type dump truck. The YaAZ-210G resembles the basic truck but has a shorter wheelbase, and a shorter cargo body. As shown in the photos, it came in a conventional stake version as well as in a metal ballast compartment version.

The YaAZ-210 was also used for other purposes such as the mount for automotive cranes such as the K-104.

		YaAZ-210	Ya AZ-210G	YaAZ-210D
w ei ght	kg	11300	12360	10220
wheelbase	mm	5050+1400	4080+1400	4080+1400
length	mm	9660	7375	7375
width	mm	2650	2700	2640
height	mm	2575	2575*	2575
track front	mm	1950	1950	1950
rear	mm	1 920	1 920	1 920
clearance	m m	290	290	290
tire size		12.00x20	12.00x20	12.00x20
engine model		YaAZ-M206A	Ya AZ -M206A	Ya AZ-M206A
horsepower		165	165	165
cylinders		6	6	6
fuel		diesel	diesel	diesel
cooling		wa ter	wa t er	water
speed	km/h	55	45	water 45
speed cruising range	km	55 820	45 820	45
speed cruising range fuel capacity	km 1	55 820 450	45 820 450	45 450
speed cruising range fuel capacity fuel consumption	km	55 820 450 60	45 820 450 60	45 450 60
speed cruising range fuel capacity fuel consumption trench	km 1	55 820 450 60 530	45 820 450	45 450
speed cruising range fuel capacity fuel consumption trench step	km 1 1/100km mm mm	55 820 450 60 530 340	45 820 450 60 530 340	450 60 530 340
speed cruising range fuel capacity fuel consumption trench step slope	km 1 1/100km mm mm	55 820 450 60 530 340 1 0	45 820 450 60 530	450 60 530
speed cruising range fuel capacity fuel consumption trench step slope tilt	km 1 1/100km mm mm	55 820 450 60 530 340 10 24	45 820 450 60 530 340 17	450 60 530 340
speed cruising range fuel capacity fuel consumption trench step slope tilt ford	km 1 1/100km mm mm	55 820 450 60 530 340 10 24	45 820 450 60 530 340	450 60 530 340
speed cruising range fuel capacity fuel consumption trench step slope tilt ford payload dirt road	km 1 1/100km mm mm • • mm	55 820 450 60 530 340 10 24 1000	45 820 450 60 530 340 17 1000 8000	450 60 530 340
speed cruising range fuel capacity fuel consumption trench step slope tilt ford payload dirt road highway	km 1 1/100km mm mm • •	55 820 450 60 530 340 10 24	45 820 450 60 530 340 17 1000 8000 8000	450 60 530 340 11
speed cruising range fuel capacity fuel consumption trench step slope tilt ford payload dirt road	km 1 1/100km mm mm • • mm	55 820 450 60 530 340 10 24 1000	45 820 450 60 530 340 17 1000 8000	450 60 530 340

^{*}cab, 3100mm over canvas



YaAZ-210G



ZIL-130



ZIL-130G

TRUCKS ZIL-130 SERIES

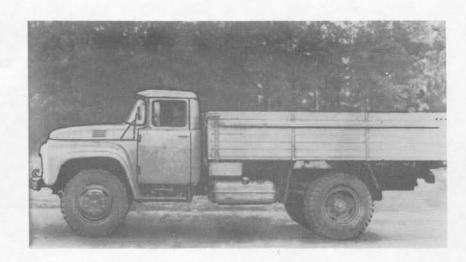
Truck, 4x2, ZIL-130
Truck, 4x2, ZIL-130A1
Truck, 4x2, ZIL-130G
Truck, 4x2, ZIL-130S
Tractor Truck, 4x2, ZIL-130V1
Dump Truck, 4x2, ZIL-MMZ-554
Dump Truck, 4x2, ZIL-MMZ-555

The ZIL-130, which went into production in late 1962, is the replacement for the ZIL-164. The newer truck has a more powerful engine, improved transmission and steering mechanism, and a distinctly different styling.

In addition to the basic cargo truck, many other models have been produced. They are the ZIL-130A1 cargo truck designed for towing trailers, the ZIL-130S cargo truck for the Far North, the ZIL-130G long wheelbase cargo truck, the ZIL-130V1 tractor truck, and the ZIL-MMZ-554 and 555 dump trucks. In the Soviet forces the ZIL-130 cargo and the ZIL-130V1 tractor trucks are the most common, although the ZIL-MMZ-555 construction dump truck is used. Since the ZIL-MMZ-554 is an agricultural dump truck it is less suited for military purposes.

The ZIL-130 is also used in the tank truck role and as the mount for a variety of automotive cranes and other specialized equipment. The ZIL-130 forms the basis also for the ZIL-131 series of all-wheel-drive trucks. The engine is also used along with other components in the KAZ-608 tractor-truck.

weight	kg	ZIL-130 4300	ZIL-130G 4575	ZIL-130V 3860
wh eel ba se	mm	3800	4500	3300
length	mm	6675	7610	5280
width	mm	2500	2500	2360
height	mm	2340	2340	2340
track front	mm	1800	1 800	1800
rear	mm	1790	1790	1 790
clearance	mm	275	275	275
tire size		9.00x20	9.00x20	9.00x25
engine model		ZIL-130	ZIL-130	ZIL-130
horsepower		14 8	14 8	1 48
cylinders		V-8	V-8	V - 8
fue1		gaso line	gas oline	gaso line
cooling		wa ter	water	water
speed	km/h	85	85	80
cruising range	km	475	475	
fuel capacity	1	1 70	1 70	250
fuel consumption	1/1 00km	26	26	32
trench	mm	475	475	475
s tep	mm	480	480	480
slope	0	2 1	21	
tilt	0			
ford	mm	1000	1 000	1000
payload dirt road	kg	4000	4000	
h i ghway				
	kg	5500	5500	
towed load dirt road				10500



ZIL-130



ZIL-130V1



ZIL-MMZ-554



ZIL-MMZ-555



ZIL-131

TRUCKS ZIL-131 SERIES

Truck, 6x6, ZIL-131 Truck, 6x6, ZIL-131A Tractor Truck, 6x6, ZIL-131V Tractor Truck, 10x10, ZIL-137 Dump Truck, 6x6, ZIL-131D

As the replacement for the ZIL-157 all-wheel-drive truck the ZIL-131 went into production in Moscow in December 1966. The new model incorporated a new and more powerful V-8 engine, an improved transmission, and was considerably different in appearance. Like its predecessor and many other modern Soviet trucks, the ZIL-131 has a centralized tire pressure regulation system.

The variants in production are the ZIL-131A cargo truck designed for towing trailers and the ZIL-131V tractor truck. [Prototypes of the ZIL-131D dump truck and of a tractor-truck-powered semitrailer combination, the ZIL-137, have also been developed.]

In the Soviet forces the ZIL-131 is normally used as a prime mover for artillery pieces such as the 122mm howitzer D-30, although it does have other roles. A recent development is the use of the ZIL-131 chassis for the ARS-14 decontamination vehicle.

		ZIL-131**	ZIL-131V
w ei ght	kg	6700	6225
wheelbase	mm	3350+ 1 250	3350+1250
length	mm	7040	6480
width	mm	2500	2420
height	mm	2975*	2480
track front	mm	1820	1820
rea r	mm	1820	1820
clearance	mm	330	330
tire size		12.00x20	12.00x20
engine model		ZIL-131	ZIL-131
horsepower		150	150
cylinders		V-8	V - 8
fue1		gaso line	gaso line
cooling		water	water
s p ee d	km/h		
speed cruising range	km/h km	wa ter 80 525	
speed cruising range fuel capacity		wat er 80	
speed cruising range		wa ter 80 525	water
speed cruising range fuel capacity	km 1	water 80 525 340	water 340
speed cruising range fuel capacity fuel consumption trench step	km 1 1/100km mm mm	water 80 525 340 40	340 50
speed cruising range fuel capacity fuel consumption trench step slope	km 1 1/100km mm mm	water 80 525 340 40 640	water 340 50 640
speed cruising range fuel capacity fuel consumption trench step	km 1 1/100km mm mm	water 80 525 340 40 640 530	340 50 640 530
speed cruising range fuel capacity fuel consumption trench step slope	km 1 1/100km mm mm	water 80 525 340 40 640 530	340 50 640 530
speed cruising range fuel capacity fuel consumption trench step slope tilt ford payload dirt road	km 1 1/100km mm mm	water 80 525 340 40 640 530 30 1400 3500	340 50 640 530 30
speed cruising range fuel capacity fuel consumption trench step slope tilt ford payload dirt road highway	km 1 1/100km mm mm o o mm	water 80 525 340 40 640 530 30 1400 3500 5000	340 50 640 530 30 1400
speed cruising range fuel capacity fuel consumption trench step slope tilt ford payload dirt road	km 1 1/100km mm mm o o mm	water 80 525 340 40 640 530 30 1400 3500	340 50 640 530 30

^{*}over canvas, 2480mm over cab
**with winch



ZIL-131



ZIL-131





ZIL-131



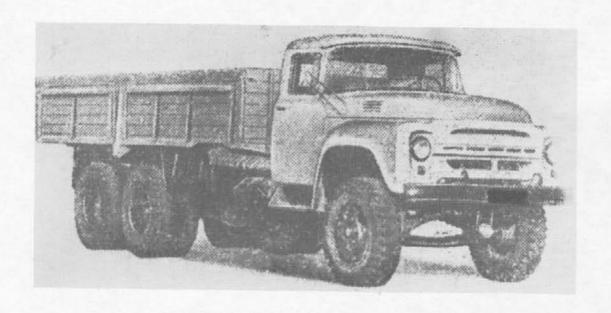
ZIL-131V



ZIL-131V



ZIL-137 POWERED SEMITRAILER COMBINATION



ZIL-133



ZIL-133G

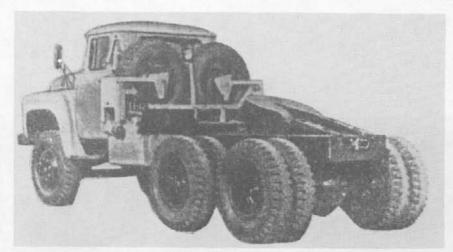
TRUCKS ZIL-133 SERIES

Truck, 6x4, ZIL-133
Truck, 6x4, ZIL-133G
Truck, 6x4, ZIL-133 G1
Tractor Truck, 6x4, ZIL-133V
Dump Truck, 6x4, ZIL-133B
Dump Truck, 6x4, ZIL-133D

The ZIL-133 is a 6x4 version of the ZIL-130 truck, also incorporating certain components of the ZIL-131. The only model in production is the ZIL-133Gl long-wheelbase truck which is designed for operation without trailers. In contrast to the prototype models which were equipped with 220-horsepower engines, the ZIL-133Gl has the standard 150-horsepower model of the ZIL-130 truck.

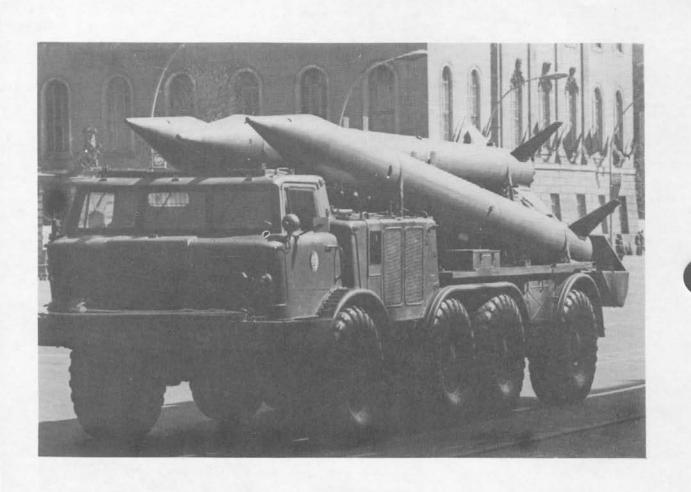
Other variants, still not in production, are the ZIL-133 cargo truck, the ZIL-133G long-wheelbase truck, the ZIL-133V tractor truck, the ZIL-133B agricultural dump truck, and the ZIL-133D construction dump truck.

		ZIL-133	ZIL-133G1	ZIL-133V
weight	kg	6200	6875	6350
wheelbase	mm	4020 +1 360	46 1 0+1400	3420+1 360
len gth	mm	8070	9000	6325
width	mm	2500	2500	2480
h ei ght	mm	2410	2395	2410
track front	mm	1800	1835	1 800
r e ar	mm	1 790	1 850	1790
clearance	mm	275	250	275
tire size		9.00x20	9.00x20	9.00x20
engine model		ZIL-133	ZIL-130	ZIL-133
horsepower		220	150	220
cylinders		V- 8	V-8	V - 8
fue]		ga soline	ga soline	ga soline
cooling		water	wa te r	water
•				
speed	km/h	97.5	80	86
speed cruising range	km	97.5		
speed cruising range fuel capacity	km 1		170	250
speed cruising range fuel capacity fuel consumption	km	97 . 5 170	170 36	250 52
speed cruising range fuel capacity fuel consumption trench	km 1 1/100km mm	97.5 170 480	170 36 480	250 52 480
speed cruising range fuel capacity fuel consumption trench step	km 1 1/100km mm mm	97.5 170 480 320	170 36	250 52
speed cruising range fuel capacity fuel consumption trench step slope	km 1 1/100km mm mm	97.5 170 480	170 36 480	250 52 480
speed cruising range fuel capacity fuel consumption trench step slope tilt	km 1 1/100km mm mm	97.5 170 480 320 21	170 36 480	250 52 480
speed cruising range fuel capacity fuel consumption trench step slope tilt ford	km 1 1/100km mm mm	97.5 170 480 320	170 36 480	250 52 480
speed cruising range fuel capacity fuel consumption trench step slope tilt ford payload dirt road	km 1 1/100km mm mm o o mm kg	97.5 170 480 320 21	170 36 480 320	250 52 480
speed cruising range fuel capacity fuel consumption trench step slope tilt ford payload dirt road highway	km 1 1/100km mm mm mm kg kg	97.5 170 480 320 21	170 36 480	250 52 480
speed cruising range fuel capacity fuel consumption trench step slope tilt ford payload dirt road	km 1 1/100km mm mm o o mm kg	97.5 170 480 320 21	170 36 480 320	250 52 480



ZIL-131V





FROG-7 RESUPPLY VEHICLE ON ZIL-135 CHASSIS

TRUCKS ZIL-135 SERIES

Truck, 8x8, ZIL-135 Truck, 8x8, BAZ-135L4 Truck, 6x6, ZIL-E-167

The ZIL-135 eight-wheeled truck first appeared in the middle 1960's. It is a vehicle of unusual design which is powered by two V-8 gasoline engines with each engine transmitting its power to all of the wheels on one side only. All wheels are individually suspended, but steering is accomplished by the front and rear pairs only. A further unusual feature is that the wheelbase between the second and third pairs of wheels is considerably less than that between the other pairs.

The ZIL-135 was at first employed by the Soviet forces as the transporter-launcher for the SSC-2 SHADDOCK surface-to-surface cruise missile, and then as the transporter-launcher and resupply vehicle for the FROG-7 free-rocket-over-ground. At this time also civilian versions were tested including a special tractor truck version for large pipe sections.

A cargo truck version, the BAZ-135L4, was developed and produced in limited numbers at Bryansk. This vehicle has been offered for commercial use and has also been identified with Soviet military units.

The ZIL-E-167 is an experimental 6x6 vehicle, based on the ZIL-135, suitable for operation in roadless, snow covered terrain. Like the ZIL-135 all wheels are powered, but only the front and rear pairs steer. As in the case of the ZIL-135 vehicles, the tire pressure is centrally regulated. Cross-country performance of the ZIL-E-167 is excellent with a capability of travelling though 1 meter of snow or 0.8 meters of sand.

		BAZ-135L4	ZIL-E-167
w ei ght	kg	9000	7000
wheelbase	mm	2415+1500+	3150+3150
		2415	
length	mm	9270	9268
width	mm	2800	3130
h ei ght	mm	2530	3060
track front	mm	2300	2500
r e ar	mm	2300	2500
clearance	mm	580	852
tire size		16.00x20	21.00x28
engine model		two ZIL-375	two ZIL-375
horsepower		180	180
cylinders		V-8	V-8
fuel		gaso line	gasoline
cooling		water	water
speed	km/h	65	65
cruising range	km	500	
fuel capacity	1	768	
fuel consumption	1/1 00km	160	100
trench	mm	2630	
s tep	mm	685	
slope	0	30	30
tilt	0		
ford	mm	580	1500
payload dirt road	kg	10000	5000
h i ghway	kg	10000	5000
towed load dirt road	kg	18000	
h i ghwa <i>y</i>	kg	20000	





BAZ-135L4



BAZ-135L4

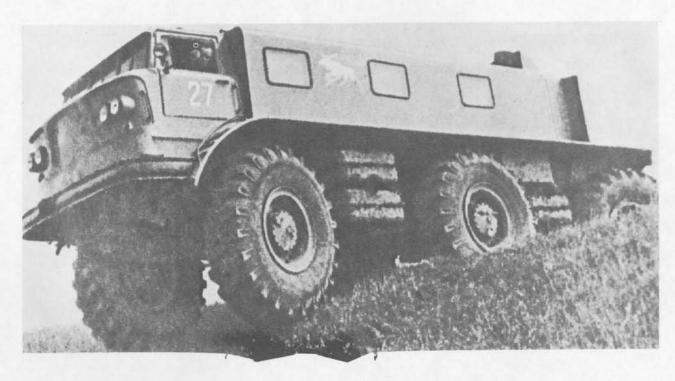


BAZ-135L4





ZIL-E-167



ZIL-E-167



ZIL-150



TRUCKS ZIL-150 SERIES

Truck, 4x2, ZIL-150
Tractor Truck, 4x2, ZIL-120N
Dump Truck, 4x2, ZIL-585
Dump Truck, 4x2, ZIL-585K
Dump Truck, 4x2, ZIL-585V
Dump Truck, 4x2, KAZ-600

The ZIL-150, originally called the ZIS-150, was in production in Moscow from 1946 to 1957 when it was replaced by the very similar ZIL-164. Although it was used primarily as a cargo truck it was used at times as a prime mover for light artillery.

The variants of the ZIL-150 include the ZIL-120N tractor truck, which was produced from 1956 to 1957, the ZIL-585 dump truck, produced from 1949 to 1955. From 1955 to 1957 the ZIL-585K agricultural and the ZIL-585V construction dump trucks were produced on the ZIL-150 chassis. In addition a wide variety of tank trucks and automotive cranes used the ZIL-150.

The dump trucks were produced at Kutaisi using ZIL components.

The ZIL-151 (6x6) used many of the same components as the ZIL-150. Both trucks have become relatively uncommon today in the Soviet forces.

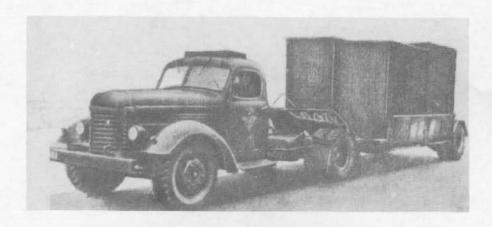
weight wheelbase length width height track front rear clearance tire size engine model horsepower cylinders	kg mm mm mm mm mm mm	ZIL-150 3900 4000 6720 2470 2180 1700 1740 265 9.00x20 ZIL-120 90 6	ZIL-120N 3815 4000 5675 2300 2180 1700 1740 265 9.00x20 ZIL-120 90 6
fuel		gasoline	gasoline
cooling		water	water
speed	km/h	65	55
cruising range	km	405	
fuel capacity	1	1 50	300
fuel consumption	1/1 00km	38	
trench	mm	460	460
step	mm	320	320
s lope	0	1 5	
tilt	•		
ford	mm	800	800
payload dirt road	kg	3500	
h i ghwa y	kg	4000	
towed load dirt road	kg	3000	
h i ghway	kg	4500	9500



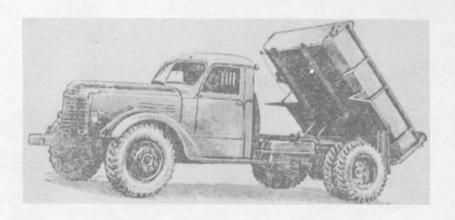
K-32 ON ZIL-150



ZIL-150



ZIL-120N



ZIL-585



ZIL-151

TRUCKS ZIL-151 SERIES

Truck, 6x6, ZIL-151
Tractor Truck, 6x6, ZIL-121D
Tractor Truck, 6x6, ZIL-151D

The ZIL-151, originally known as the ZIS-151, was produced in Moscow from 1947 to 1958 when it was replaced by the improved ZIL-157. During the period of phasing in of the production of the latter truck late model ZIL-151's received the hood and radiator design of the ZIL-157, but can be distinguished by the dual tires on the rear wheels.

At one time the ZIL-151 was the work horse of the Soviet Army. It was used as a cargo truck, a prime mover for artillery pieces up to 152mm in caliber, and for specialized bodies. Multiround rocket launchers such as the BM-14-16, the BM-24, and the BMD-20 all used ZIL-151 chassis. Tank trucks, crane-trucks, ponton trucks and decontamination vehicles also used the chassis. In addition the early BTR-152 armored personnel carriers were built on the ZIL-151 chassis. Another prominent variant was the tractor truck used to tow the resupply semitrailer for the SA-2 "GUIDELINE" surface-to-air missile.

The ZIL-151 used many of the same basic components as did the ZIL-150 (4x2) truck.

		ZIL-151	ZIL-121D
weight	kg	5580	5580
wheelbase	mm	3665+1220	3665+1220
length	mm	6930	6930
width	mm	2320	2320
height	mm	2320*	2320
track front	mm	1590	1950
rear	mm	1720	1720
clearance	mm	265	265
tire size		8.25x20	8.25x20
engine model		ZIL-121	ZIL-123
horsepower		92	110
cylinders		6	6
fuel		gasoline	gas o line
cooling		water	water
speed	km/h	60	40
cruising range	km	600	
fuel capacity	1	300	
fuel consumption	1/100km	46	
trench	mm	690	690
s tep	mm	460	460
s lope	•	28	
tilt	•	25	
ford	mm	800	800
payload dirt road	kg	2500	
h i ghwa y	ķg	4500	
towed load dirt road	kg	3 600	6000
h i ghwa <i>y</i>	kg	3600	11000

^{*}over cab, 2740mm over canvas



ZIL-121D TOWING GUIDELINE RESUPPLY SEMITRAILER



ZIL-151 TPP PONTON TRUCK



ZIL-157V



ZIL-157

TRUCKS ZIL-157 SERIES

Truck, 6x6, ZIL-157
Truck, 6x6, ZIL-157K
Tractor Truck, 6x6, ZIL-157V
Tractor Truck, 6x6, ZIL-157VK

In October 1958 the ZIL-157 replaced the older ZIL-151 in serial production in Moscow. Aside from a somewhat different hood design (which was also used on late ZIL-151 trucks), the ZIL-157's distinguishing feature is the use of large single tires on all axles. These tires are connected to a central tire pressure regulation device with internal airlines such as found on the later BTR-152V armored personnel carriers.

The ZIL-157 has found use in all of the roles once designated for the earlier ZIL-151. These include cargo truck, prime mover, tank truck, crane truck, decontamination vehicle, and ponton truck. It is also used to mount multiround rocket launchers, and as the carrier for the spans of the KMM treadway bridge. The ZIL-157V tractor truck has been used as the tow vehicle for a variety of resupply semitrailers for FROG's and guided missiles. These include FROG 3/4/5, SA-2 "GUIDELINE" surface-to-air guided missile, and SS-1 "SCUD" surface-to-surface guided missiles.

In 1961 a number of improvements were made which resulted in the addition of the letter K to the nomenclature of the truck. Since 1966 the much improved ZIL-131 (6x6) has been in the process of replacing the ZIL-157.

		ZIL-157	ZIL-157V
weight	kg	5800*	5850*
wheelbase	mm	2665+1120	3665+1120
length	mm	6922	6750
width	mm	2315	2360
height	mm	2360**	2360
track front	mm	1755	1 755
rear	mm	1 750	1 750
clearance	mm	31 0	310
tire size	•	12.00x18	12.00x18
engine model		ZIL- 1 57	ZIL- 1 57
horsepower		109	109
cylinders		6	6
fuel		gaso line	gasoline
cooling		wa t er	water
s p ee d	km/h	65	40
cruising range	km	430	
fuel capacity	1	215	300
fuel consumption	1/1 00km	50	5 1
trench	mm	720	720
s tep	mm	600	600
slope	•	28	
tilt	0		
ford	mm	850	850
payload dirt road	kg	2500	
h i ghwa y	1	4EOO	
	kg	4500	
towed load dirt road	kg kg	3600 3600	8500*** 11000

^{*}with winch

^{**}over cab, 2915mm over canvas ***6100 kg cross-country



ZIL-157





ARS-12U CHEMICAL DECONTAMINATION TRUCK



ZIL-164



ZIL-164A

TRUCKS ZIL-164 SERIES

Truck, 4x2, ZIL-164
Truck, 4x2, ZIL-164A
Truck, 4x2, ZIL-164AR
Tractor Truck, 4x2, ZIL-MMZ-164N
Tractor Truck, 4x2, ZIL-MMS-164AN
Dump Truck, 4x2, ZIL-MMZ-585I
Dump Truck, 4x2, ZIL-MMZ-585K
Dump Truck, 4x2, ZIL-MMZ-585L
Dump Truck, 4x2, ZIL-MMZ-585M

From October 1957 through late 1964 the ZIL-164 truck was in serial production at Moscow replacing the very similar appearing ZIL-150. Although since then the ZIL-164 has been replaced by the new ZIL-130, it is still common in the Soviet forces.

In addition to the basic model a number of variants are produced. These include the ZIL-164AR cargo truck with winch and 109 horsepower engine, the ZIL-MMZ-164N tractor truck, the ZIL-MMZ-585K and ZIL-MMZ-585M agricultural dump trucks, and the ZIL-MMZ-585I and ZIL-MMZ-585L construction dump trucks. With the exception of the agricultural dump trucks all models are used in the Soviet forces.

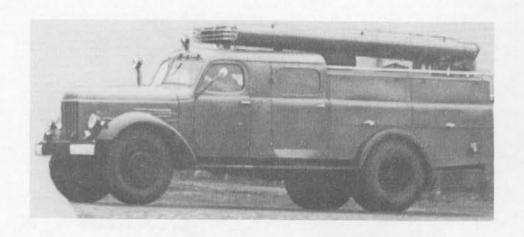
Further models are specialized vehicles such as tank trucks and crane trucks. In 1961 a number of changes were incorporated in the ZIL-164, resulting in the addition of the letter "A" as a suffix to the nomenclature.

Many of the basic components, including the engine, are common between the ZIL-164 and the ZIL-157 (6x6) trucks.

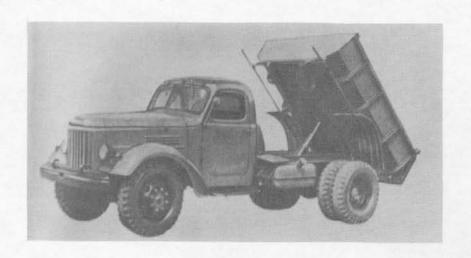
weight wheelbase length width height track front rear clearance	kg mm mm mm mm mm	ZIL-164A 4100 4000 6700 2470 2180 1700 1740 265	ZIL-MMZ-164AN 3775 4000 5680 2300 2180 1700 1740 265
tire size		9.00x20	9.00x20
engine model		ZIL-164	ZIL-164A
horsepower		97	104
cylinders		6	6
fuel		gasoline	g asoline
cooling		wa ter	water
s peed	km/h	70	55
cruising range	km	415	
fuel capacity	1	1 50	300
fuel consumption	1/1 00km	27	27
trench	mm	480	
s te p	mm	320	
slope	0	17	
tilt	0		
ford	mm		
payload dirt road	kg	3500	
h i ghway	kg	4000	
towed load dirt road	kg		
h i ghway	kg	4500	9500



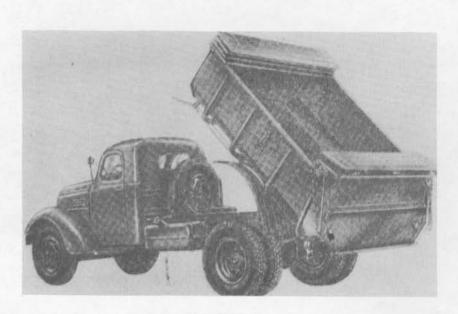
ZIL-164N



ZIL-164 FIRE TRUCK



ZIL-MMZ-585L



ZIL-MMZ-585M

TANK TRUCKS and DECONTAMINATION TRUCKS

TANK TRUCKS

Various types of tank trucks are employed by the Soviets. Those termed "fuel tank trucks" are designed for the bulk transport of fuel. The models designated "ATs" have manually operated pumps, while the "ATsM"s have mechanically operated pumps. In forward areas 6x6 truck chassis such as the ZIL-157, ZIL-131, and Ural-375 are preferred, while in rear areas 4x2 trucks such as the ZIL-164, ZIL-130, MAZ-200, and MAZ-500 dominate. Care must be taken to distinguish "ATs" fuel tank trucks from the "ATZ" or "TZ" fuel service trucks, although at times this is difficult.

Generally the nomenclature of fuel tank trucks can be deciphered as follows: "ATs" or ATsM" stand for the basic type. The first number following, such as "4", stands for the approximate capacity in thousands of liters, while the second number, such as "157", stands for the truck model.

Fuel service trucks, designated "ATZ" or "TZ" differ from the fuel tank trucks (ATs) in that they are designed for the direct delivery of fuel to consuming vehicles rather than the bulk transport. As in the case of the tank trucks, 6x6 vehicles are preferred in forward areas, while the 4x4 vehicles are used. Soviet Air Force units also employ large fuel service semitrailers towed by KrAZ-221 tractor trucks. The deciphering of the nomenclature of fuel service trucks generally follows the same pattern as that used for fuel tank trucks. There are exceptions.

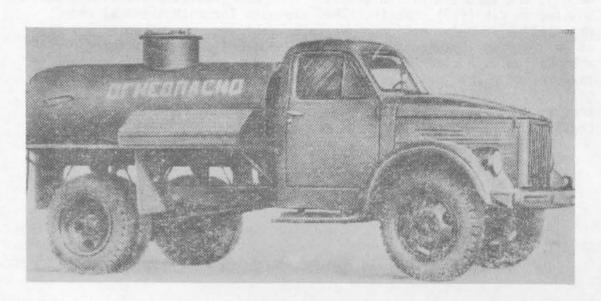
For specialized purposes, oil service trucks are also employed. They are normally designated "MZ".

Many water tank trucks are also employed by the Soviet military. They vary in nomenclature. The less frequently encountered models on GAZ chassis use either "ATs", "AVTs", or "AVV", followed by a number giving the capacity in either hundreds or thousands of liters. Military water tanks trucks, however, are usually built on larger chassis in the ZIL series. Here the basic nomenclature is "AVTs" followed by a number such as "28" standing for the capacity in hundreds of liters, then followed by a second number such as "130" standing for the truck model. Normally water tank trucks can be easily distinguished by the shape of the tank and the absence of the Russian word for "flammable".

The Soviet military also use special combined water-and-oil service trucks. These vehicles carry both fluids and are equipped with a heating system which can maintain the water temperature between 15°C and 95°C, and the oil temperature up to 80°C. Here, because of the need to service tactical vehicles in the field the normal chassis is a 6x6 ZIL.

The newest type of tank truck is the combined fuel-lubricant-and-water service truck. It carries and dispenses gasoline, diesel fuel, diesel oil, lubricating oil, and water.

Included under tank trucks, because of the frequent confusion of some models, are decontamination trucks. The "ARS" vehicles are tank trucks mounted on ZIL (6x6) chassis. They are used for both chemical and radioactive decontamination of weapons, vehicles, and other equipment, as well as for the decontamination of roads and sectors of terrain. When filled with clear water they can be used as fire trucks or as water tank trucks. The "DDA" vehicles are shower and disinfestation units, generally of distinctive appearance, and mounted in most cases on GAZ trucks. The TMS-65 consists of a jet engine mounted on an Ural-375 chassis. It is intended for the decontamination of armored vehicles.



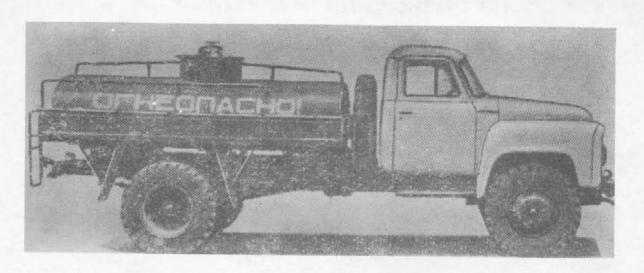
ATS 1,9-51A

FUEL TANK TRUCKS GAZ-51 AND GAZ-63 CHASSIS

Fuel Tank Truck, 4x2, ATs 2-51A Fuel Tank Truck, 4x2, ATs 1,9-51A Fuel Tank Truck, 4x2, ATs 2-63

Light fuel tank trucks using the chassis of the GAZ-51 and GAZ-63 trucks are rarely found in Soviet military units. In civilian life they are being replaced by newer models mounted on the currently produced GAZ-53 chassis. Nevertheless these older, small capacity trucks would be found in military units on mobilization.

		ATs 2-51A	ATs 1,9-51A	ATs 2-63
weight	kg	3400	3168	
wheelbase	mm	3300	3300	3300
length	mm	5400	5480	
width	mm	2120	2100	
he i ght	mm	2070	2130	2245
track front	mm	1585	1585	1 588
rear	mm	1 650	1650	1600
clearance	mm	245	245	27 0
tire size		7.50x20	7.50x20	10.00x18
engine model		GAZ-51	GAZ-5 1	GAZ-51
hors e pow er		70	70	70
cylinders		6	6	6
fuel		gasoline	g asoline	g asoline
cooling		water	water	water
s p ee d	km/h	70	70	65
cruising range	km	345	345	650
fuel capacity	1	90	90	195
fuel consumption	1/1 00km	22*	22*	<u></u>
trench	mm	430	430	550
step	mm	290_	290	460
slope	0	14.5	14.5	28
tilt				20
ford	mm .	640	640	800
carrying capacity	1	2000	1900	2000



ATs 2,6-53E



ATs 2,9-53F

FUEL TANK TRUCKS GAZ-53 CHASSIS

Fuel Tank Truck, 4x2, ATs 2,6-53A Fuel Tank Truck, 4x2, ATs 2,9-53F Fuel Tank Truck, 4x2, ATs 4,2-53A

To replace the older small capacity fuel tank trucks on the GAZ-51 chassis the Soviets have produced a line of vehicles using the different variants of the GAZ-53 chassis. These vehicles are not normally used in the Soviet forward area units, but on mobilization such as that during the 1968 invasion of Czechoslovakia, these trucks will be encountered.

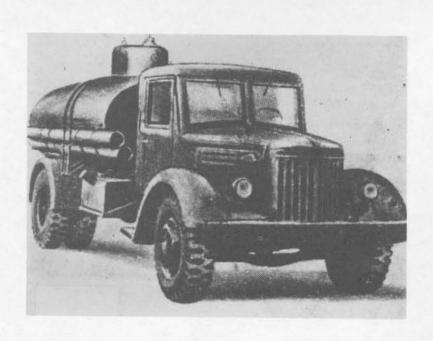
weight	kg	ATs 2,6-53A 3450	ATs 2,9-53F 3440	ATs 4,2-53A 3750
wheelbase	mm	3700	3700	3700
length	mm	6100	6100	6190
width	mm	2150	2150	2380
height	mm	2090	2660	2540
track front	mm	1630	1577	1630
rear	mm	1690	1650	1690
clearance	mm	265	265	265
tire size		8.25x20	8.25x20	8.25x20
engine model		GAZ-53	GAZ-51F	GAZ-53
horsepower		115	82	115
cylinders		V-8	6	V-8
fuel		gasoline	g asoline	gasoline
cooling		water	water	wa ter
speed	km/h	85	7 5	85
cruising range	km			
fuel capacity	1	90	90	90
fuel consumption	1/100km	24	19.5	24
trench	mm	460	460	460
s tep	mm	300	300	300
slope	0	15	15	15
tilt	0	• •	••	• •
ford	mm			
carrying capacity	1	2600	2900	4200
	•			



ATS 4,2-53A



ATs 8-200



FUEL TANK TRUCKS MAZ CHASSIS

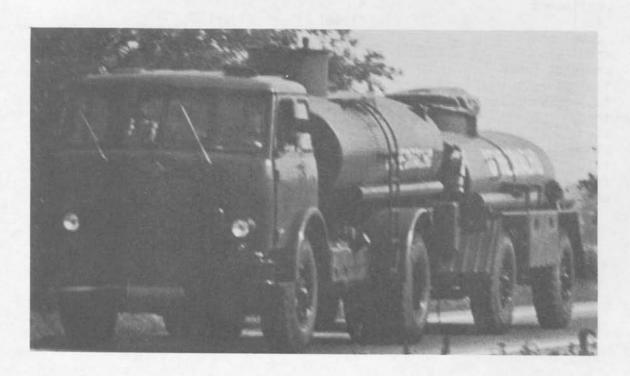
Fuel Tank Truck, 4x2, ATs 8-200 Fuel Tank Truck, 4x2, ATs 8-500

Fuel tank trucks on the MAZ-200 and MAZ-500 chassis are quite common in the Soviet military forces. Although roadbound to a large extent these trucks have a considerable tank capacity. Currently the ATs 8-500 is replacing the older model.

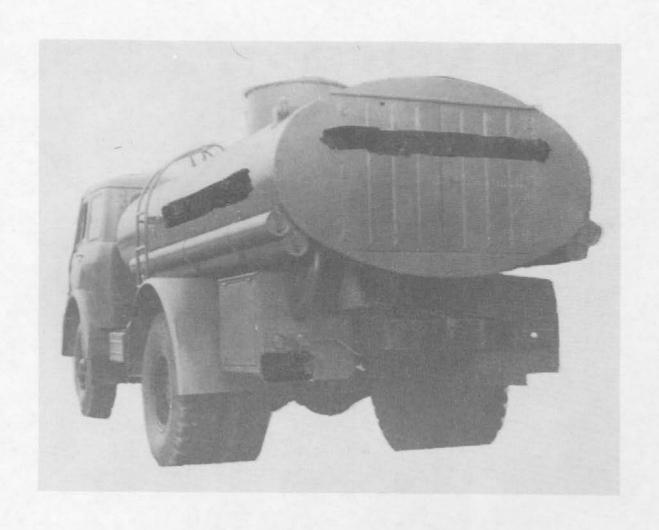
weight wheelbase length width height track front rear	kg mm mm mm mm mm	ATs 8-200 7325 4520 7250 2650 3070 1950 1920	ATs 8-500 7425 3850 6960 2650 3280 1950 1900
clearance tire size	mm	290 12.00x20	295 12.00x20
engine model horsepower cylinders fuel		YaMZ-M204A 120 4 diesel	YaMZ-236 180 V-6 diesel
coooling	km/h	water 65	water 75
speed cruising range	km	590	800
fuel capacity fuel consumption trench step slope	1 1/100 km mm mm	225 35 530 340 11	200 22 530 340 25
tilt ford carrying capacity	o mm 1	1000 8000	8000



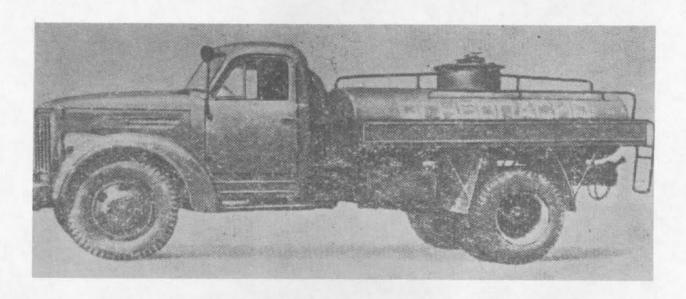
ATS 8-200



ATS 8-500



ATS 8-500



ATSM 2.6-355M

FUEL TANK TRUCK Ural-355M CHASSIS

Fuel Tank Truck, 4x2, ATsM 2,6-355M

The obsolescent Ural-355M truck chassis is still used for some rather small capacity fuel tank trucks. Although these vehicles are used on the civilian economy they could be encountered on mobilization.

		ATsM 2,6-355M
weight	kg	4050
wheelbase	mm	3824
length	mm	6290
width	mm	2126
h ei ght	mm	2095
track front	mm	1611
rear	mm	1675
clearance	mm	262
tire size		8.25 x20
engine model		U ra1-353 A
horsepower		95
cylinders		6
fuel		gaso line
cooling		water
s p ee d	km/h	7 0
crui sing ran g e	km	450
fuel capacity	1	110
fuel consumption	1/1 00km	24
trench	mm	460
step	mm	320
slope	•	15
tilt	•	
ford	mm	800
carrying capacity	1	2600



ATsM 4-375



FUEL TANK TRUCKS Ural-375 CHASSIS

Fuel Tank Truck, 6x6, ATs 5-375 Fuel Tank Truck, 6x6, ATsM 4-375

The Ural-375 truck chassis has also found use in recent years as the mount for fuel tank trucks. Although the carrying capacity is not greatly increased, the more powerful engine and greater cross-country capability should make these vehicles more useful in the forward areas.

• • •	1.	ATs 5-375
weight	kg	
wheelbase	mm	3500+1400
length	mm	7350?
width	mm	2960?
h ei ght	mm	2680
track front	mm	2000
rear	mm	2000
clearance	mm	410
tire size		14.00x20
engine model		ZIL-275
horsepower		17 5
cylinders		V- 8
fuel		gaso line
cooling		water
speed	km/h	75
cruising range	km	650
fuel capacity	1	
fuel consumption	1/100km	48
trench	mm	875
s tep	mm	800
slope	•	30
tilt	0	
ford	mm	1 500
carrying capacity	1	5000
	•	0000



ATSM 4-375



ATS 4-150



ATS 4-157 OR ATSM 4-157

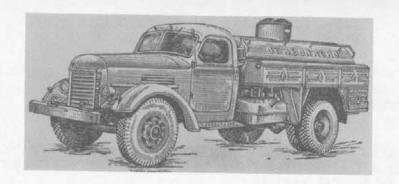
ZIL-150 CHASSIS

FUEL TANK TRUCKS ZIL 4x2 CHASSIS

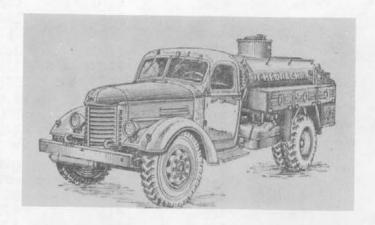
Fuel Tank Truck, 4x2, ATs 4,2-130 Fuel Tank Truck, 4x2, ATs 4-150 Fuel Tank Truck, 4x2, ATsM 4-150 Fuel Tank Truck, 4x2, ATs 4-164

Fuel tank trucks on ZIL 4x2 chassis have been quite common in the Soviet forces although today there is a tendency to use larger capacity models on the MAZ chassis.

weight wheelbase length width height track front rear clearance	kg mm mm mm mm mm	ATS 4-150 4900 4000 6560 2305 2600 1700 1740 265	ATS 4-164 5100 4000 6570 2340 2580 1700 1740 265	ATs 4,2-130 4700 3800 6566 2428 2672 1800 1790 275
tire size	*****	9.00x20	9.00x20	9.00x20
engine model		ZIL-120	ZIL-164	ZIL-130
horsepower		90	97	148
cylinders		6	6	V-8
fue]		g asoline	gasoline	gaso line
cooling		water	water	water
speed	km/h	65	65	85
cruising range	km	405	415	475
fuel capacity	1	150	150	170
fuel consumption	1/100km	38	27	26
trenc h	mm	460	480	480
s tep	m	320	320	320
slope	•	15	17	21
tilt .	•			
ford	mm	800		1 000
carrying capacity	1	4120	4100	4200



ATs 4-164



ATs 4-164





ATs 4,2-130





ATSM 4-157



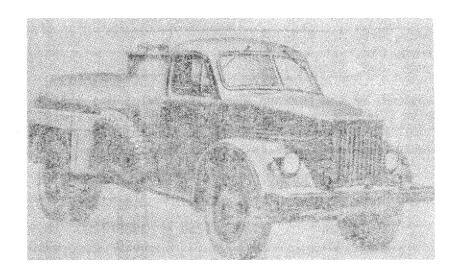
ATs 4,2-131

FUEL TANK TRUCKS ZIL 6x6 CHASSIS

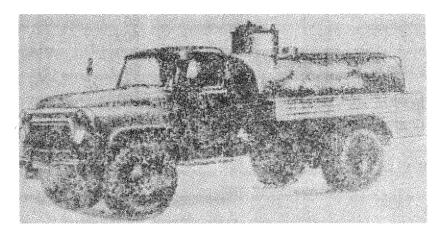
Fuel Tank Truck, 6x6, ATs 4,2-131 Fuel Tank Truck, 6x6, ATs 4-151 Fuel Tank Truck, 6x6, ATsM 4-157

For fuel transport in the forward areas the Soviet use a variety of all-wheel-drive ZIL trucks. Originally employing the ZIL-151, such trucks were later produced on the improved ZIL-157, and now on the much more powerful ZIL-131 chassis.

ما داده		ATs 4,2-131	ATs 4-151	ATsM4-157
weight	kg	7000	6220	6250
wheelbase	mm	3350+1250	3665+1220	3665+1120
length	mm	7400	6690	6960
width	mm	2500	2300	2300
height	mm	2480	2310	2680
track front	mm	1820	1590	1755
rear	mm	1820	1720	1750
clearance	mm	330	265	310
tire size		12.00x18	8.25x20	12.00x18
engine model		ZIL-130	ZIL-121	ZIL-157
hörsepower		150	92	109
cylinders		V-8	6	6
fuel		gasoline	gasoline	gasoline
cooling		water	water	water
speed	km/h	80	60	65
cruising range	km		600	430
fuel capacity	1	340	300	215
fuel consumption	1/100km	40	46	50
trench	mm	640	690	720
step	mm	530	460	600
slope	•	30	28	28
tilt	•		25	
ford	mm	1400	800	850
carrying capacity	1	4200	4000	4000



ATZ 2,2-51A



ATZ 3,8-53A

FUEL SERVICE TRUCKS GAZ CHASSIS

Fuel Service Truck, 4x2, ATZ 2,2-51A Fuel Service Truck, 4x2, ATZ 3,8-53A

The light fuel service trucks on GAZ chassis find little use in the military forces in peacetime, but they would be encountered on mobilization. The most recent model on the GAZ-53A truck chassis is notable in that he has a tank capacity comparable to that formerly found only on ZIL vehicles.

		ATZ 2,2-51A	ATZ 3,8-53A
weight	kg	2904	4205
wheelbase	mm	3300	3700
len gth	mm ·	5500	6 1 80
width	mm	2140	2380
h ei gh t	mm	2070	2600
track front	mm	1 585	1630
rea r	mm	1600	1690
clearance	mm	245	265
tire size		7.50x20	8.25x20
engine model		GAZ-5 1	GAZ-53
horsepower		70	115
cylinders		6	V-8
fuel		gaso line	g asoline
cooling		water	wa t e r
s p ee d	km/h	70	85
cruising range	km	345	
fuel capacity	1	90	90
fuel consumption	1/100 km	22	24
trench	mm	430	460
s tep	mm	290	300
s lope	•	14.5	15
tilt	0		
ford	mm	640	
carrying capacity	1	2200	3800



TZ-2

FUEL SERVICE TRUCK KAZ CHASSIS

Fuel Service Truck, 4x2, TZ-2

For servicing of vehicles and aircraft the Soviet civil airline Aeroflot employs a variety of tank trucks and trailers. Among them is the TZ-2, which is mounted on the KAZ-608 chassis. Although not found in the Soviet armed forces the TZ-2 could be encountered on mobilization.

weight wheelbase	kg mm	TZ-2 4700 2900
length	mm	6450
width	mm	2300
height	mm	2420 -
track front	mm	1800
rear	mm	1900
clearance	mm	270
tire size		260-20
engine model		ZIL-130Ya5
horsepower		150
cylinders		V-8
fuel		gasoline
cooling		water
spe e d	km/h	7 5
cruising range	km	
fuel capacity	1	210
fuel consumption	1/100km	40
trench	mm	4 7 0
s te p	mm	260
slope	•	
tilt	0	
ford	mm	
carrying capacity	7	6000



ATZ 8-200



ATZ 8-200



FUEL SERVICE TRUCKS MAZ CHASSIS

Fuel Service Truck, 4x2, ATZ 8-200 (TZ-200) Fuel Service Truck, 4x2, ATZ 8-500 (TZ-500)

These 4x2 fuel service trucks are rather common in Soviet military units, probably due to their fairly large carrying capacity with the use of a trailer. The older model using the MAZ-200 truck chassis is now in the process of being replaced by the newer model using the much more powerful MAZ-500 truck chassis.

weight wheelbase length width height track front rear clearance	kg mm mm mm mm mm	ATZ 8-200 7850 4520 7700 2650 2700 1950 1920 290	ATZ 8-500 7950 3850 7410 2650 2910 1950 1900 295
tire size	mn	12,00x20	12.00x20
engine model		YaMZ-M204	YaMZ-236
horsepower		120	180
cylinders fuel		4 diesel	V-6 diesel
cooling		water	water
speed	km/h	65	75
cruising range	km	590	800
fuel capacity	1	225	200
fuel consumption	1/100km	35	22
trench	mm	530	530
step	mm	340	340
slope	•	11	25
tilt	•		
ford	nm	1000	
carrying capacity	1	7000	7000



TZ 5-375



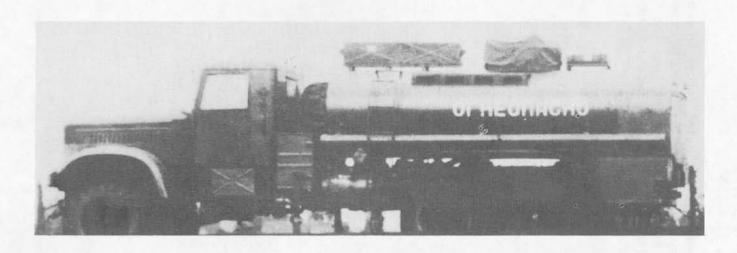
TZ 5-375 TOWING PTs 4,2-754V

FUEL SERVICE TRUCKS KrAZ-255B & Ura1-375 CHASSIS

Fuel Service Truck, 6x6, TZ 5-375 Fuel Service Truck, 6x6, TZ 8-255B

There is a current tendency in the Soviet forces to employ larger tank trucks with cross-country capability. One example, the TZ 5-375, carries 5,000 liters of fuel and in addition tows the PTs 4,2-754V tank trailer of 4,200-liter capacity. The second example is the TZ 8-255B carrying 8,000 liters on the excellent cross-country chassis of the KrAZ-255B.

wheelbase length width	kg mm mm mm	TZ 5-375 3500+1400	TZ 8-255B 4600+1400
track front	mm	2000	2160
rear	mm	2000	2160
clearance	mm	410	
tire size		14.00x20	1300x530-533
engine model		ZIL-375	YaMZ-238
horsepower		175	240
cylinders		V-8	V-8
fuel		gașo line	gasoline
cooling	1 (1)	water	water
speed	km/h	75 650	71
cruising range	km	650	650
fuel capacity	1	360	450
fuel consumption	1/100km	48	3 8
trench	mm	875	
s tep	mm	800	20
slope	0	30	30
tilt		1500	000
ford	mm	1500	800
carrying capacity	1	5000	8000



TZ 8-255B



TZ 8-255B

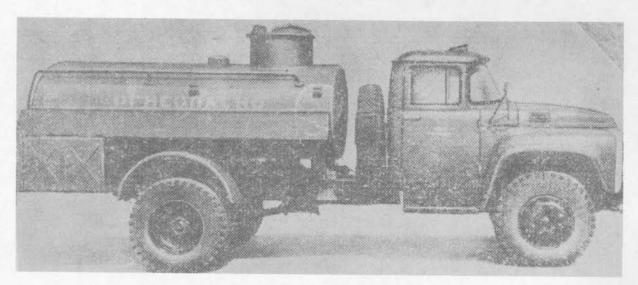




ATZ 4-150



ATZ 4-150



ATZ 3,8-130

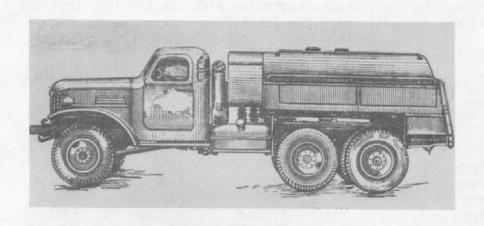
FUEL SERVICE TRUCKS ZIL 4x2 CHASSIS

Fuel Service Truck, 4x2, ATZ 3,8-130 Fuel Service Truck, 4x2, ATZ 4-150 Fuel Service Truck, 4x2, TZ-164

These fuel service trucks for duty in the rear areas are mounted on the various ZIL (4x2) trucks beginning with the ZIL-150, then the ZIL-164, and currently with the ZIL-130.

•	,	ATZ 3,8-130	ATZ 4-150	ATZ-164
weight	kg	5250	5150	5150
wheelbase	mm	3800	4000	4000
length	mm	6700	6900	6900
width	mm	2360	2330	2330
height	mm	2700	2320	2370
track front	mm.	1800	1700	1700
rear	mm	1790	1740	1740
clearance	mm	275	265	265
tire size		9.00x20	9.00x20	9.00x20
engine model		ZIL-130	ZIL-120	ZIL-164
horsepower		150	90	97
cylinders		V-8	6	6
fuel		gaso line	gaso line	gaso line
cooling		water	water	water
s p eed	km/h	85	65	70
cruising range	km	475 170	405	415
fuel capacity	1.	170	150	150
fuel consumption	1/100km	26	38	27
trench	mm	475	460	480
s tep	mm	480	320	320
slope		21	15	17
tilt		1000	000	1000
ford	mm	1000	800	1000
carrying capacity	1	3800	4000	4000*

^{*}maximum capacity. Operating capacity is 3900 1.



ATZ 3-151



FUEL SERVICE TRUCKS ZIL 6x6 CHASSIS

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Fuel Service Truck, 6x6, ATZ 3,8-131
Fuel Service Truck, 6x6, ATZ 4,3-131
Fuel Service Truck, 6x6, ATZ 3-151
Fuel Service Truck, 6x6, ATZ 3-157
Fuel Service Truck, 6x6, ATZ 3,8-157K
```

Fuel service trucks using the various ZIL all-wheel-drive chassis are very common in the Soviet military forces. Originally using the ZIL-151, such trucks were produced on the improved ZIL-157 and ZIL-131 as these models became available.

weight	kg	ATZ 3-151 6700	ATZ 3,8-157K	
wheelbase	mm	3665+1220	2665+1120	3350+1250
length	mm	6920	7010	
width	mm	2330	2330	
height	mm	2360	2685	2000
track front	mm	1590	1755	1820
rear	mm	1720	1750	1820
clearance	mm	265	310	330
tire size		8.25x20	12.00x18	12.00x20
engine model		ZIL-121	ZIL-157	ZIL-131
horsepower		92	109	150
cylinders		6	6	V-8
fuel		g asoline	gaso line	gasoline
cooling		water	water	water
speed	km/h	60	65	80
cruising range	km	600	430	525
fuel capacity	1	300	215	340
fuel consumption	1/1 00km	46	50	40
trench	mm	690	720	640
step	mm	460	600	530
slope	0	28	28	30
tilt	•	25		• • • •
ford	mm	800	850	1400
carrying capacity	1	3500*		4300

^{*}maximum capacity. The operating capacity is 3000 1.

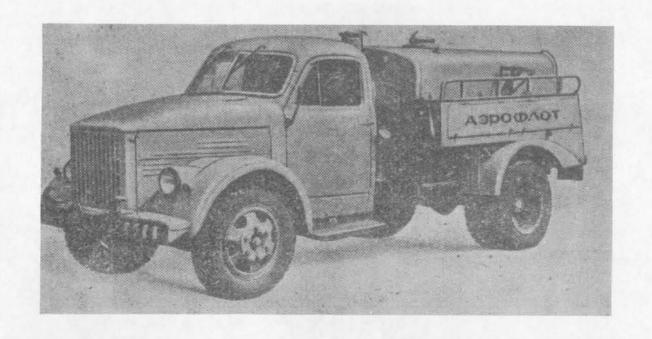


ATZ 3-157





ATZ 4,3-131



MZ-51M

OIL SERVICE TRUCKS GAZ CHASSIS

Oil Service Truck, 4x2, MZ-51M Oil Service Truck, 4x4, MZ-3904

These oil service trucks are mounted on older model GAZ truck chassis, the MZ-51M on the GAZ-51 and the MZ-3904 on the all-wheel-drive GAZ-63. Newer models employing the GAZ-53 (4x2) and GAZ-66 (4x4) trucks probably also are in use.

		MZ-5 1 M	MZ-3904
weight	kg	4100	3730
wheelbase	mm	3300	3300
length	mm	55 1 0	5400
width	mm	2260	2190
h ei ght	mm	2160	2100
track front	mm	1585	1 588
rear	m m	1650	1600
clearance	mm	245	27 0
tire size		7.50x20	10.00x18
engine model		GAZ-51	GAZ-51
horsepower		7 0	70
cylinders		6	6
fuel		g asoline	gasoline
cooling	t #	water	water
speed	km/h	70	65
cruising range	km	345	650
fuel capacity	1 /100km	90	195
fuel consumption	1/100km	22	EEO
trench	mm	430	550 460
step	mm o	320	460
slope ford	0	14.5	28
ford	1	920	20 2 1 60
carrying capacity	ı	320	£ 100



AVTs 18-63



WATER TANK TRUCKS GAZ CHASSIS

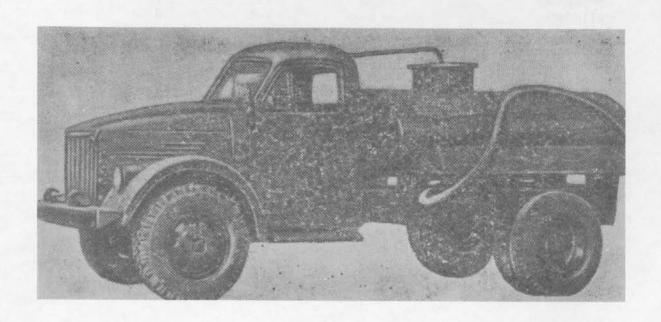
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Water Tank Truck, 4x2, ATs 18
Water Tank Truck, 4x4, ATs 18-63
Water Tank Truck, 4x4, AVTs 1,7
Water Tank Truck, 4x2, AVV-2
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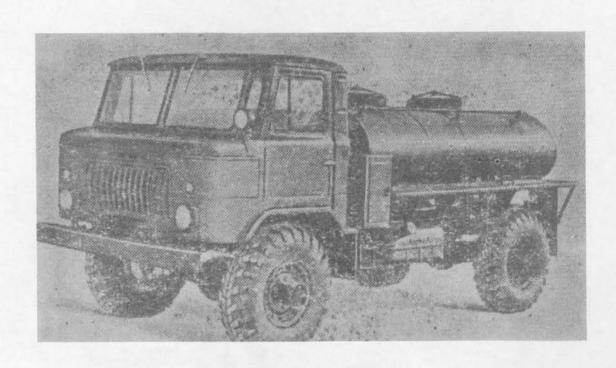
The light water tank trucks on the various GAZ chassis are used primarily in civilian life, although they will be encountered on mobilization. The model most commonly encountered in military units is the ATs 18-63, which is mounted on the all-wheel-drive GAZ -63 chassis. It will probably be replaced by the AVTs 1,7, which is mounted on a new all-wheel-drive chassis, the GAZ-66.

weight wheelbase length width height track front	kg mm mm mm mm	ATs 18-63 3810 3300 5525 2100 2200 1588	ATs 1,7 3980 3300 5655 2342 2440 1800	AVV-2 2900 3300 5525 2230 2130 1585
rear	mm	1600	1750	1650
clearance	mm	270	310	245 7 50×20
tire size		10.00x18 GAZ-51	12.00x18	7.50x20 GAZ-5 1
engine model horsepower		70	GAZ-53 115	70
cylinders		6	V-8	6
fuel		gasoline	gasoline	gaso line
cooling		water	water	water
speed	km/h	65	85	70
cruising range	km	650	525	345
fuel capacity	ĵ	195	210	90
fuel consumption	1/100km		25	22
trench	mm	550	700	430
s te p	mm	460	600	290
s lope	•	28	30	14.5
tilt	•	20		
ford	mm	800	1000	640
carrying capacity	1	1800	1 700	2000

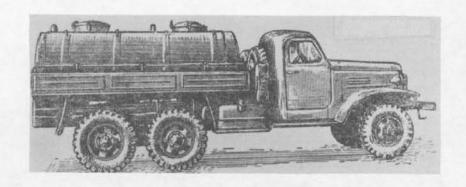


AVV-2

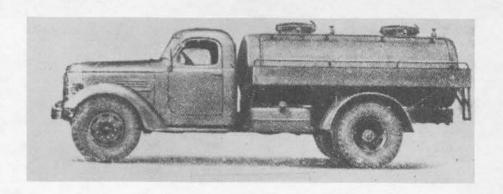




AVTs 1,7



AVTs 28-151



AVTs 28-164

WATER TANK TRUCKS ZIL CHASSIS

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Water Tank Truck, 4x2, AVTs 28-130 Water Tank Truck, 6x6, AVTs 28-131 Water Tank Truck, 4x2, AVTs 28-150 Water Tank Truck, 6x6, AVTs 28-151 Water Tank Truck, 6x6, AVTs 28-157 Water Tank Truck, 4x2, AVTs 28-164
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Mounting the same 2,800-liter capacity tank, these vehicles differ primarily in the truck chassis used. The AVTs 28-130 is the most commonly encountered model.

		AVTs 28-130	AVTs 28-151	AVTs 28-164
weight	kg		6420	5140
wheelbase	mm	3800	3665+1220	4000
length	mm		6930	6600
width	mm		2205	2300
height	mm		2200	2400
track front	mm	1800	1590	1700
rear	mm	1790	1720	1740
clearance	mm	275	265	265
tire size		9.00x20	8.25x20	9.00x20
engine model		ZIL-130	ZIL-121	ZIL-164
horsepower		150	92	97
cylinders		V-8	6	6
fuel		gasoline	gasoline	gasoline
cooling		water	water	water
speed	km/h	85	60	65
cruising range	km	475	600	415
fuel capacity	1	170	300	150
fuel consumption	1/1 00km	26	46	27
trench	mm	475	690	480
s tep	mm	480	460	320
s lope	0 . '	21	28	17
tilt	•		25	
ford	mm	1000	800	
carrying capacity	1	2800	2800	2800

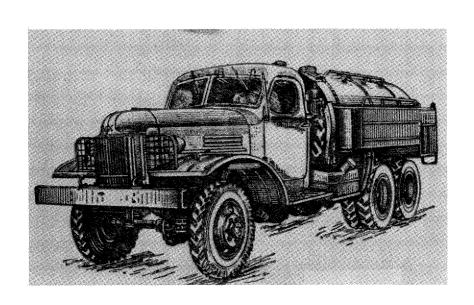


ATs 28-130



ATS 28-130





VMZ-ZIL-151

WATER AND OIL SERVICE TRUCKS ZIL CHASSIS

Water and Oil Service Truck, 6x6, VMZ-ZIL-151 Water and Oil Service Truck, 6x6, VMZ-ZIL-157K

Combined water and oil service trucks are used in the Soviet forces. These vehicles carry both fluids and are equipped with a heating system which maintains the water temperature at between 15° C and 95° C, and the oil temperature up to 80° C.

weight wheelbase length width height track front rear	kg mm mm mm mm mm	VMZ-ZIL-151 7500 3665+1220 7040 2800 2530 1590 1720	VMZ-ZIL-157K 7625 3665+1120 7040 2310 2635 1755 1750
clearance	mm	265	310
tire size	*****	8.25x20	12.00x18
engine model		ZIL-121	ZIL-157
horsepower		92	109
cylinders		6	6
fuel		gaso line	gasoline
cooling		water	water
speed	km/h	60	65
cruising range	km	600	430
fuel capacity	1	300	215
fuel consumption	1/100km	46	50
trench	mm	690	720
s tep	mm	460	600
s lope	0	28	28
tilt	0	25	
ford	mm	800	850
capacity water	1	1400	1400
oil	1	700	700



MA-4A

COMBINED FUEL, LUBRICANT, AND WATER SERVICE TRUCK

Combined Fuel, Lubricant, and Water Service Truck MA-4A

One of the latest developments in the POL water service truck field is the MA-4A mounted on a ZIL-131 chassis. It carries diesel fuel, gasoline, and heated diesel and normal lubricant oil as well as heated water. This combination is especially designed to service vehicles in cold climates.

weight wheelbase length width height track fro	ont	kg mm mm mm mm mm	MA-4A 7585 3350+1250 6700 2400 2500 1820 1820
clearance		mm	3300
tire size			12.00x20
engine mo			ZIL-131
horsepov			148
cylinder	`S		V-8
fuel			gasoline
cooling		lem /h	wa ter
speed	Mango.	km/h	80 535
cruising fuel capa		km 1	525 340
fuel cons		1/100km	40
trench	ump c i on	mm	640
step			530
s lope		mm o	30
tilt		•	30
ford		mm	1400
capacity	feseib	ויי ו	1700
-apa o i oj	gasoline	i	340
	oil (D)	i	170
	oil	i	170
	water	i	700



ARS-12D



ARS-12U



ARS-14

DECONTAMINATION TRUCKS

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Decontamination Truck, 6x6, ARS-12D Decontamination Truck, 6x6, ARS-12U Decontamination Truck, 6x6, ARS-14 Decontamination Truck, 4x2, DDA-53 Decontamination Truck, 4x4, DDA-53A Decontamination Truck, 4x2, DDA-2 Decontamination Truck, 4x4, DDA-66 Decontamination Truck, 6x6, TMS-65
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In spite of many differences in detail, the decontamination trucks of the ARS series may be most easily distinguished by the use of different truck chassis, the ZIL-151 for the ARS-12D, the ZIL-157 for the ARS-12U, and the ZIL-131 for the ARS-14. The same applies to the DDA series vehicles which use the GAZ-51 chassis for the DDA-53, the GAZ-63 for the DDA-53A, the ZIL-130 for the DDA-2, and the GAZ-66 for the DDA-66. The TMS-65 uses the Ural-375E.

Details on the functions and characteristics of these decontamination vehicles may be found in USAREUR Pam 30-60-4, Identification Guide, Chemical, Biological and Radiological Equipment, Warsaw Pact Countries (U), 3rd edition, 1 February 1973.

weight wheelbase length width height track front rear clearance tire size engine model horsepower cylinders fuel cooling speed cruising range fuel capacity fuel consumption trench step slope tilt ford maximum filling	kg mm 1 1/100km mm mm mm	ARS-12U 6135 3665+1220 6725 2340 2360 1755 1750 310 12.00x18 ZIL-157 109 6 gasoline water 65 430 215 50 720 600 28	3350+1250 6775 2500 2480 1820 1820 330 12.00x20 ZIL-131 150 V-8 gasoline water 60 525 340 40 640 530 30	DDA-53A 5460 3300 5440 1850 2725 1588 1600 270 10.00x18 GAZ-51 70 6 gasoline water 65 650 195 22 550 460 28 20 800
operative filling	1	2500 2500		
maximum allowable	kg	2500		
weight of fluid	•			



DDA-53



DDA-53A



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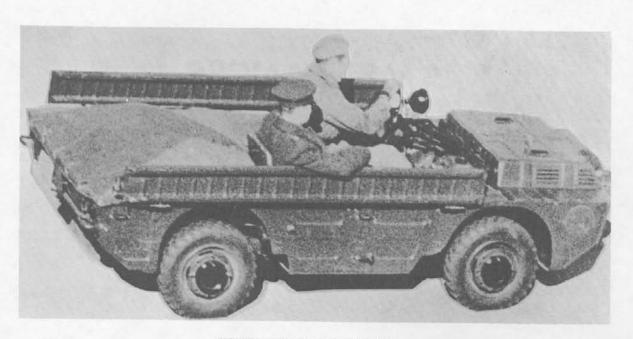


DDA-2



TMS-65

AMBULANCES



MEDICAL EVACUATION VEHICLE

MEDICAL EVACUATION VEHICLE

This very light vehicle is the smallest one used in the Soviet armed forces. It is employed by medical units for the evacuation of wounded and injured personnel under conditions where high silhouette ambulances would be at a disadvantage. The medical evacuation vehicle was probably developed from the ZAZ-969 (LuAZ) series of light truck and is probably powered by a V-4 air-cooled gasoline engine.



PAZ-653



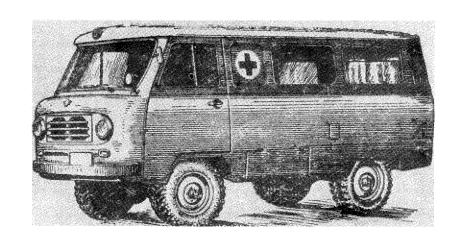
AS-3 (4x2)

AMBULANCES GAZ CHASSIS

Ambulance, 4x2, PAZ-653 Ambulance, 4x2, AS-3 Ambulance, 4x4, AS-3

For many years most of the ambulances used in the Soviet forces were built either on the GAZ-51 or GAZ-63 chassis. The 4x2 models were used for rear area work, while the 4x4 models on the GAZ-63 were found where terrain or road conditions required all-wheel-drive. In most cases these ambulances have been replaced by newer models.

weight kg wheelbase mm length mm width mm height mm track front mm rear mm clearance mm tire size engine model horsepower cylinders fuel cooling speed km/h cruising range km fuel capacity 1 fuel consumption 1/100km trench mm step mm slope tilt ford mm	PAZ-653 (4x2) 3150 3300 5600 2140 2340 1585 1650 245 7.50x20 GAZ-51 70 6 gasoline water 70 300-350 90 27 430 290 14.5 640 4 stretcher or 13 sit- ting; 1 driver	AS-3 (4x2) 3375 3300 6330 2275 2690 1585 1650 245 7.50x20 GAZ-51 70 6 gasoline water 70 300-350 95 27 430 290 14.5 640 7 stretcher & or 4 stretcher & or 4 stretcher & or 1 driver 1 medic	6 sitting
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HAZ-450A

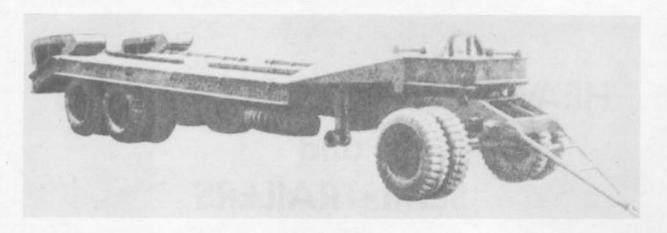
AMBULANCES UAZ CHASSIS

Ambulance, 4x4, UAZ-450A Ambulance, 4x2, UAZ-451A Ambulance, 4x4, UAZ-452A Ambulance, 4x4, UAZ-469BG

During the past years the UAZ-450 series ambulances have come into wider use in the Soviet military forces. Although they have a smaller capacity than the older GAZ ambulances they are more modern vehicles with a greater flexibility. Capacity is limited to four stretcher patients. The UAZ-469BG, based on the new Soviet jeeps, is the latest model on a UAZ chassis.

		UAZ-450A	UAZ-451A	UAZ-452A
weight	kg	1950		
wheelbase	mm	2300	2300	2300
length	mm	4360	4460	4460
width	mm	1940	2044	1940-2044
height	mm	2050	2020	
track front	mm	1436	1442	1442
rear	mm	1436	1442	1442
clearance	mm	210	220	220
tire size		8.40x15	8.40x15	8.40x15
engine model		M-20	ZMZ-451	ZMZ-451E
horsepower		65	7 0	72
cylinders		4	4	4
fuel		gasoline	gasoline	gasoline
cooling		water	water	water
speed	km/h	95	95	95
cruising range	km	265		
fuel capacity	1	55	56	56
fuel consumption	1/100km	14	12	12
trench	mm			
step	mm			
slope	0			
tilt	•			
ford	mm			

HEAVY TRANSPORT TRAILERS and SEMI-TRAILERS



ChMZAP-5203V *

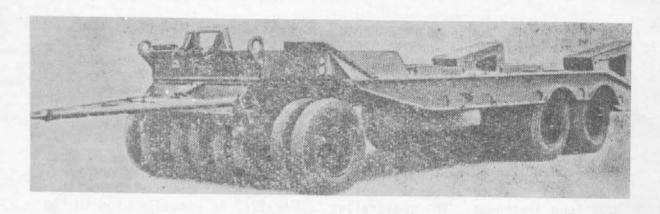
*For ChMZAP-5247 picture see "MAZ-535 series" in this volume page 93.

HEAVY TRANSPORT TRAILERS AND SEMITRAILERS

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Heavy Transport Trailer ChMZAP-5203V
Heavy Transport Trailer ChMZAP-5208
Heavy Transport Trailer ChMZAP-5212
Heavy Transport Trailer ChMZAP-5523
Heavy Transport Semitrailer ChMZAP-5247
Heavy Transport Semitrailer ChMZAP-5247G
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Heavy transport trailers and semitrailers are used by the Soviet military forces to move tanks, other tracked vehicles, and construction equipment. They are found both in special maintenance units for evacuation purposes and in special motor transport units for the movement of complete units over long distances. The semitrailer ChMZAP-5247 is normally used in the latter role with the MAZ-537 series tractor trucks as prime movers. The other trailers (which in some cases can be also used as semitrailers) are normally found in maintenance or construction units.

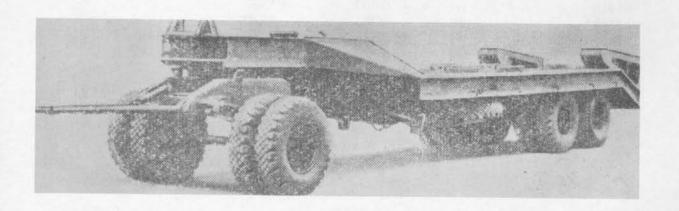
weight wheelbase length width height platform height platform length tires payload towing speed	kg mm mm mm mm mm mm	ChMZAP-5203V 8300 6830+1400 12950 3000 2005 1345 6590 12.00x20 20000 50	ChMZAP-5208 11000 4155+1190 9330 3200 1940 1140 4880 8.25x20 40000 40	ChMZAP-5212 14500 1200+4200+1200 11370 3300 2070 1140 5500 9.00x20 60000 32
weight wheelbase length width height platform height platform length tires payload towing speed	kg mm mm mm mm mm	ChMZAP-5523 9750 6830+1400 12950 3000 2085 1345 6430 12.00x20 20250 50	ChMZAP-5247G 18000 15230 3380 2780 1160 5690 15.00x20 50000 50	



ChMZ AP -5208



ChMZAP-5212



ChMZAP-5523

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